

Navy News

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WORLD TRAVELLERS

The signpost indicates what is claimed to be the crookedest street in the world.

(See also page 19).

Having completed his training at Britannia Royal Naval College, Dartmouth, the Prince of Wales will early this month take up his first sea-going appointment in the guided-missile destroyer H. M. S. Norfolk.

On October 28, Prince Charles and 18 other young officers took part in the College passing-out parade, with Admiral Sir Horace Law, Commander-in-Chief naval Home Command, taking the salute at the march past.

The arrangements are that the Prince will join H.M.S. Norfolk at Gibraltar on November 5, before the destroyer sails on the following morning for exercises.

The intention is that Prince Charles should gain a wide range of naval experience making it unlikely that he will complete a full commission in the Norfolk, which is to join the multi-national Standing Naval Force Atlantic in July next year.

New 'nuke' is ninth

Another new ship has joined the Fleet with the commissioning at Barrow-in-Furness on October 16 of the nuclear-powered submarine H.M.S. *Courageous*.

After further trials, she will join the Third Submarine Squadron, based at Faslane.

The fifth Fleet submarine for the Royal Navy, the *Courageous* is the ninth "nuke," since there are also four Polaris-armed vessels, which have been in service for some time.

Latest list of Fleet Chiefs,
page 9.

BELFAST 'HOME'

■ Against London's skyscraper backcloth, H.M.S. Belfast forms a picture of naval might as she is drawn into position at her final moorings just above Tower Bridge on the Thames.

The largest cruiser ever built for the Royal Navy, the Belfast now becomes one of the capital's tourist attractions as well as a matter of pride to all who have served, at the success of efforts to preserve the ship as the last remaining example of a big gun cruiser.

Handing over the ship to the Belfast Trust, Mr. Peter Kirk, Under-Secretary of State for the Navy, said: "We have a vision of her here in the heart of London as a symbol of all that the Navy and all that sea power has meant to this country for a thousand years."

The new destroyers would be Type 42, and the frigates, Type 21. Other vessels in the new programme would include replenishment ships, small fleet tankers, salvage vessels, port auxiliary craft, and an underwater research vessel.

The orders had been planned for later years and will now be brought forward. They will not affect other R.N. projects such as the through-deck cruiser.

There are already on order for the Royal Navy four Type 42 destroyers and four Type 21 frigates.

Writers in the national press describe the Government decision as the biggest naval ship-building programme for nearly 20 years, estimating that about 2,000 jobs will be created.

The Admiralty are confident that the new ships will provide no manning difficulties, but in any case it is not expected that the eventual size of the Fleet will be significantly affected.

THEY FOUND 'A NEEDLE IN A HAYSTACK'

When Mrs. Randall, of Stourport, Worcestershire, telephoned the Director of Naval Service Conditions in the Ministry of Defence in late October, she sounded very worried.

A parcel with 21st birthday presents from the family for Steward David Quartermain, in H.M.S. Eagle, had been posted

the previous evening but, by mistake, had been given normal inland postage.

Could it be found and sent by air to Hong Kong in time for Steward Quarterman's coming-of-age on November 9.

A tall order. But the small naval staff and the WRAC girls in the

Forces Postal Depot at Mill Hill were not daunted. A full-scale search was started, the parcel was found, and sent by air.

Happy birthday David!
This is only one example of the personal interest taken in ships' mail by the Mill Hill staff. Few other postal organizations could

have tracked down one parcel among thousands.

Incidentally, readers may not know that the Forces Postal Depot only handles mail going to ships. Mail returning to the U.K. is dealt with entirely by the civil post administration, so if a letter home to mum is delayed, don't blame the Army!



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DRAFTY'S CORNER

Drafty will try to give you the draft of your choice — provided it is within the rules. However, should it happen that you are less than fully satisfied with the words and music on your latest Form C202 there is no harm in trying to exchange with someone else who might prefer your draft to his own.

For some years now we have been reasonably good at sending men to their first preference areas ashore. But it is only since the introduction of the Continuous Commission that it has been possible to match sea preferences with drafts in good numbers.

All who follow these articles will know that sea drafts come fair and square off the top of the roster. But it is only since we started trickle drafting that all ships (and consequently all preferences) feature in each monthly drafting bill, so giving us a chance to match things where possible.

However, there will always be some cases where it is not possible to meet a preference — and people sometimes change their minds.

How they're considered

Requests for exchange of drafts fall into many categories. If we use a few of the simpler ones and go through them in some detail, you will then see how exchanges may be made and why in some circumstances they cannot be allowed.

In the case of a man wishing to exchange drafts with another of the same rating and SQ, from one shore billet to

another, this does not usually present any problems. Providing both men concerned are agreeable, they are not due for sea service, both are acceptable to their new respective commanding officers, then an exchange of drafts is likely to be given the green light.

When dealing with requests for exchanges of men serving in ships, it is necessary to consider many more details. What effect, if any, will it have on the individuals concerned? Are both ships likely to stay in commission to enable both men to complete their normal tour of duty at sea? Will one party dodge a foreign leg? Will they continue to have the opportunity to exercise their SQ rating? Are the ships' base ports likely to change? Will either man be due for advancement in the near future? (so causing overcrowding in one of the ships).

All these, and many more, are the details that have to be considered before a decision can be reached. If it is finally established that no ill effect will be felt by the men concerned, and they are acceptable to each captain, then approval for an exchange is likely to be given.

From sea to shore service

Next we come to the situation when a man applies to exchange from sea to shore service.

Since one of the objects of fair drafting is to share sea service as equitably as possible, it is highly unlikely that approval would be given to a request to come ashore by exchange.

There are two main reasons for this. First, a man coming ashore early would have earned little port service time before being back at the top of the roster and off to sea again. By being almost continually on the move he would cause turbulence to the ship he leaves, the shore establishment he joins and to himself.

Secondly, if there is a volunteer to go to sea early — the man with whom the reluctant mariner wishes to exchange — it is fairer to let him go as a replacement for the man at the

top of the roster. This will benefit all men of the category by putting off for a while their next date due for sea — and not just the lucky one man who wanted the exchange.

The decision is yours

Having decided you wish to exchange drafts, apply as soon as you can. Drafty will always consider draft exchanges on a B45 drafting preference request if he sees it before you have actually joined your new ship or establishment. This is the surest way of gaining success.

How to go about it? The rules are given in BR14 but the following is a summary.

Personal contact with someone in another ship or shore billet is by far the best method. If you have no contact you may be successful by placing a notice in this paper, or in the supplement to local orders. Once you have made a contact, if you are both agreeable to exchange, then slap in your requests to your respective commanding officers.

Once you have joined your new ship, then any request for an exchange of drafts must go through your commanding officer, who will have to satisfy himself that his ship is not likely to be seen off.

Finally, if you cannot fix up an exchange, put in a new Drafting Preference Card — in the "Personal Facts" column say the billet you are in is not the one of your choice. It will serve as a reminder to the Drafting Officer when you are due for your next move, and, who knows, it could be better luck next time.

SOME WHO SEEK SWOPS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

K. N. Stewart, AB(QA2), 102 Mess, H.M.S. Cochrane. Drafted to H.M.S. Londonderry, November 22. Will exchange for any shore establishment or Rosyth-based ship.

R. N. Clements, RO2(G), H.M.S. Leopard (at Portsmouth over six months). Will exchange for Devonport-based sea-going frigate.

B. R. Thompson, RO2(T), MSO, H.M.S. Tyne at Devonport (over six months). Will exchange for similar draft to Rosyth area (H.M.S. Cochrane preferred) or Faslane.

D. Gomersall, REM1, H.M.S. Zulu. Home waters and long refit at Rosyth. Will exchange for any ship going to the Far East.

J. R. Evans, L. Wtr. Base Pay Office, H.M.S. Osprey. On draft to H.M.S. Ark Royal, March 1972. Will exchange for any Portsmouth or Plymouth-based small ship commissioning at that time.

C. R. Mortlake, LMA, RMSQ Depot, R.M. Deal. Being drafted to H.M.S. Andromeda in February. Will exchange for any shore base or Chatham-based ship.

P. Holder, SA H.M.S. Cochrane. Being drafted to H.M.S. Nubian (LRP at Rosyth). Will exchange for any establishment in Portsmouth area.

D. E. Pepperell, MEM1(AMC), H.M.S. Andromeda. Will exchange for any Portsmouth-based ship or establishment.

P. Smith, LEM(Air), 10, Polgine Close, Troon, nr. Cambarne, Cornwall. Being drafted to small ship flight late 1972 or early 1973 — starting January, 1972. Will exchange for home shore base or draft to Culdrose for Sea King front line squadron, mid/late 1972.

Critchlow, MEM1, 3K Mess, H.M.S. Andromeda. Drafted to H.M.S. Hampshire, Nov. 15. Refit at Portsmouth. Will exchange for ship in refit at Devonport or Devonport-based ship, preferably Leander class or C.A.

R. Connor, AB(UW3), H.M.S. Nurnton (based at Port Edgar). On draft for 24 years. Interested in any ship going foreign.

S. Elson, PO FCI, H.M.S. Leopard. Starting long refit Portsmouth. Will exchange for Plymouth-based ship or shore establishment in Plymouth/Devon area.

G. Sheppard, AB FC2, Hut 6, H.M.S. Excellent. On draft to H.M.S. Apollo (Devonport-based). Will exchange for Portsmouth-based ship or shore base.

Kendall, AB RP star, 4W20 Mess, H.M.S. Ark Royal. Wishes to exchange with Scottish shore base.

C. R. Scott, OEM1, J.2 Mess, H.M.S. Excellent. In "over six months" job. Will exchange for draft anywhere in Scotland.

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Deep Furrow in Med.

More than 1,000 Royal Marine Commandos embarked in H.M. ships Bulwark and Fearless spearheaded Britain's contribution to NATO exercise Deep Furrow 71 in the eastern Mediterranean in October. Other British ships participating were H.M. ships Norfolk and Cavalier and R.F.A.s Tidereach and Retainer, and the British units were commanded by Commodore R. W. Halliday, flying his flag in the Fearless.

For the exercise, the NATO fleet, which included U.S., Turkish, Greek and Italian ships, gathered at Souda Bay, Crete, and the Fearless embarked 180 U.S. Marines to be landed during the exercise.

After an opposed transit of the Aegean, Royal Marines from the Bulwark and Fearless and U.S. Marines landed in Turkish Thrace to assist Turkish forces. Among those attending the land demonstration was the First Sea Lord (Admiral Sir Michael Pollock), who later visited the Fearless, Norfolk and Bulwark.

On completion of the exercise the Fearless sailed with other ships for an operational visit to Istanbul.

Later in October British and Spanish warships were carrying out a joint exercise off the north west coast of Spain.

SHE SHALL HAVE MUSIC . . .



A musical send-off was a feature of the departure from Chatham of H.M.S. Russell, the Blackwood-class frigate in

the Reserve Ships Standby Squadron based at Chatham. The Russell, destined for refit at Gib-

raltar, was sailed from the base by Lieut.-Cdr. Bill Corry, officer-in-charge of the unit.

Photo: Russ Whalley

Floating in on a crime wave

Watch out for a motley gang of decidedly ungodly characters who are setting out to sea on the crest of a crime wave. They should be easily recognizable since they include a particularly villainous villain and an equally unscrupulous company of killers.

But, to be more precise, this is a celluloid crime wave which looms large in the latest list of films issued to the Fleet by the Royal Naval Film Corporation, and brings to your screens that much-acclaimed performance by Richard Burton in the title role of the film, "Villain."

Wave

Three of the five films in the list tell stories of crime and violence, and the fourth is a pretty tough Western.



THE BUS BRIGADE



So the fifth, bringing yet another highly successful TV comedy show to the cinema screen, comes as a considerable dose of light relief.

"On the Buses" gives Stan, Jack, Olive, Arthur, and all the other members of that popular and gormless crew the chance to show, again, their own hilarious view of life in and around the bus depot.



This delectable damsel is Suzy Kendall, who plays the part of Vangie, a young girl caught up in a sinister game of intrigue and violence in the film "Darker Than Amber" produced by Walter Seltzer and Jack Reeves and directed by Robert Clouse.

Her "throne" was a cannon, but Miss United Kingdom didn't seem to mind when she was unofficially "crowned" queen of H.M.S. Collingwood's annual fair in September by JEM Trevor Hill (of Plumstead, London).

Miss U.K. (Miss Marilyn Ward), who was Miss Southsea in 1970 and held the Miss England title on her way to the United Kingdom final, travelled from Fareham station aboard a coach and four to open the Collingwood fair which raised an estimated £1,300 for King George's Fund for Sailors.

SEAS SLIP HIS DISCS!



"You can't possibly have the problems that I have," asserted Cpl. John ('JC') Cruickshank RM, the popular DJ for H.M.S. Intrepid's "Radio Free Intrepid," when he was interviewed by the "Insight" magazine team of Radio Hong Kong.

"When the weather is rough and the ship rolls, the swinging arm of the turntable runs amok producing the most dreadful noises. But we've learned our lesson, and during calm periods we are beginning to tape programmes in advance so that we can fall back on these when we hit high seas."

John, from Stirlingshire, Scotland, has been running Radio Free Intrepid for just under a year. Besides relaying rebroadcasts of BBC material, the network produces its own programmes, including inter-mess quizzes.

When 'JC' comes on the air each morning at 6.45, his record request programme includes dedications from home, because the assault ship's monthly news sheet invites relatives to send requests.



After touring Radio Hong Kong studios during a Hong Kong visit by H.M.S. Intrepid, Cpl. John Cruickshank was interviewed. Then he turned the tables on his interviewers for "Radio Free Intrepid" at whose controls he is pictured (above) presenting his own brand of "breakfast special."

Picture: PO S. L. King

films
for the
leet

Here's the list

Company of Killers — Ray Milland, Van Johnson, Susan Oliver. A crime drama of a business man who, threatened with bankruptcy, arranges with an assassination organization to eliminate a millionaire. The film contains plenty of tough action with fleeting romantic interest. Cinema International Corporation (Universal). No. 908.

Villain — Richard Burton, Ian McShane, Nigel Davenport. A tense exercise in villainy, with a flavour of reality, that most audiences will find absorbing. It's a somewhat vicious story about the leader of a protection racket who indulges in physical violence to others just for pleasure. But he loves his mother, and is a benefactor to charity! Anglo-EMI No. 909.

Darker than Amber — Rod Taylor, Suzy Kendall. An unusually tough and hard boiled crime story. The continual action, with a spice of mystery, makes the film a good robust piece of entertainment. 20th Century-Fox. No. 910.

Valdez is Coming — Burt Lancaster, Susan Clark. It's the story of a lawman who prevents the shooting of a negro suspected of murder. With plenty of action in a straightforward story, this is excellent fare for Western fans. United Artists. No. 911.

On the Buses — Reg. Varney, Stephen Lewis, Michael Robbins. The film is a simple and successful extension of the TV series in which bus driver and conductor continue their running "war" of annoyance with their inspector. It's farcical comedy will amuse most audiences Anglo-EMI. No. 912.

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Continuing our series on base port plans and ships' future employment, Navy News this month takes a closer look at frigates and publishes planned base ports and programme outlines over the next three years (September 1971-September 1974):

ACHILLES, Devonport. East of Suez / Home / East of Suez.
AJAX, Devonport. Commissions April, 1973 (tentative). Home / East of Suez.
ANDROMEDA, Devonport. Home / East of Suez / Home.
ARETHUSA, Portsmouth (Devonport from June, 1973). East of Suez / Home.
APOLLO, Devonport. Commissions April, 1972 (tentative). Home / East of Suez / Home.
ARGONAUT, Devonport. East of Suez / Home / West Indies.
ARIADNE, Devonport. Commissions December, 1972. Home / East of Suez.
AURORA, Chatham. Home / STANAVFORLANT / Home.
BACCHANTE, Portsmouth (Chatham from May, 1972). Home / West Indies / Home.
CHARYBDIS, Portsmouth. Home / East of Suez / Home.
CLEOPATRA, Devonport. East of Suez / Home.
DANAE, Devonport. East of Suez / Home / West Indies.
DIDO, Chatham (Devonport from December, 1973). Home.
DIOMEDE, Chatham. Home / East of Suez / Home.
EURYALUS, Devonport. Home.
GALATEA, Portsmouth (Devonport from October, 1971). Commissions early 1974 / Home.
HERMIONE, Portsmouth. Home / East of Suez / Home.
JUNO, Chatham. Home / East of Suez / Home.
JUPITER, Devonport. Home / East of Suez / Home.
LEANDER, Devonport. Commissions September, 1972 (tentative). Home / East of Suez.
MINERVA, Chatham. East of Suez / Home / West Indies / Home.
NAIAD, Portsmouth (Devonport from January, 1973). Home / East of Suez / Home.
PENELOPE, Devonport. Home Sea Service.
PHOEBE, Chatham. West Indies / Home / East of Suez / Home.
SCYLLA, Devonport. East of Suez / Home / East of Suez.
SIRIUS, Portsmouth (Devonport from February 1, 1972). East of Suez / Home / West Indies / Home.
BERWICK, Portsmouth. West Indies / Home.

Frigate ports and plans

BRIGHTON, Chatham. Commissions February, 1972. Home / East of Suez / Home.
FALMOUTH, Portsmouth. East of Suez / Home.
LONDONDERRY, Portsmouth. Home / East of Suez / Home / East of Suez.
LOWESTOFT, Chatham. West Indies / Home / East of Suez / Home.
PLYMOUTH, Devonport. Home / West Indies / Home.
RHYL, Devonport. Commissions March, 1972. Home / East of Suez / Home.
ROTHESAY, Portsmouth. Home / East of Suez / Home.
WHITBY, Portsmouth. Commissions November, 1971. Home / East of Suez / Home.
YARMOUTH, Rosyth. Home / East of Suez / Home.
ASHANTI, Portsmouth. Home / West Indies / Home.
ESKIMO, Chatham. Commissions February, 1973 (tentative). Home / West Indies.
GURKHA, Rosyth. East of Suez / Home / West Indies / Home.
MOHAWK, Devonport on commissioning. Commissions April, 1972. Home / East of Suez / Home.
NUBIAN, Rosyth. Commissions September, 1972 (tentative). Home / West Indies / Home.
TARTAR, Devonport (Portsmouth from January, 1972). Commissions July, 1973 (tentative). Home.
ZULU, Rosyth. Home. Commissions March, 1974 (tentative).
JAGUAR, Chatham. East of Suez / Home.
LEOPARD, Portsmouth. Home / East of Suez / Home.
LYNX, Devonport. Home / East of Suez / Home.

CHICHESTER, Commissions at Rosyth July, 1972. Home / East of Suez Local Foreign Service.
LINCOLN, Chatham. Home / East of Suez / Home.
SALISBURY, Devonport. Home / East of Suez.
PUMA, Devonport (Portsmouth February, 1972). Home / East of Suez.
AMAZON, Portsmouth. Home.
RAPID, Rosyth. Home Sea Service.
CAPRICE, Devonport. Home Sea Service.
CAVALIER, Chatham. Home.
EASTBOURNE, Devonport (Rosyth end of 1972 change of task). Home Sea Service.
SCARBOROUGH, Devonport. Home Sea Service.
TORQUAY, Portsmouth on commissioning April, 1972 (tentative). Home Sea Service.
TENBY, Devonport. Home Sea Service.
UNDAUNTED, Portsmouth. Home Sea Service.
DUNDAS, Chatham. Home Sea Service.
EXMOUTH, Chatham. Home Sea Service.
HARDY, Chatham. Home Sea Service.
GRENVILLE, Portsmouth. Home Sea Service.
MATAPAN, Portsmouth. Home Sea Service. Commissions October, 1972 (tentative).
ULSTER, Portsmouth. Home Sea Service.
KEPPEL, Rosyth. Home Sea Service.
PALLISER, Portsmouth. Home Sea Service.
The following base port change has recently been approved:
FIFE from Chatham to Portsmouth.

Latest commissioning forecast details are as follows:

NOVEMBER

APOLLO (GP Frigate). November 26. Reduced trials crew at Glasgow. Port Service (building).
MOHAWK (GP Frigate). November 25. Trials crew at Portsmouth. Commissions April 17, 1972. L.E.P. (A).
WHITBY (A/S Frigate). November 12 at Gibraltar. General Sea Service. Home / East of Suez.
RHYL FLIGHT. November 22 at Portland. General Sea Service. One Wasp.
RHYL (A/S Frigate). November 25. Trials crew at Devonport. Port Service. Commissions March 23.

DECEMBER

BRIGHTON (A/S Frigate). December 1. Trials crew at Chatham. Port Service. Commissions February 17.
BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.
BREKTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.
GAVINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.

JANUARY, 1972

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. Commissions April 6.
TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.
MONKTON (CMS). January at Devonport. Local Foreign Service. 6th M.C.M. Squadron. L.E.P. (A).

BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron.
HUBBERSTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron.
APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp.
EXMOUTH (A/S Frigate). January / February (tentative). L.E.P. cooks and stewards replace U.K. ratings.

FEBRUARY

BRIGHTON (A/S Frigate). February 17 at Chatham. General Sea Service. Home / East of Suez / Home.
PENELOPE (GP Frigate). Mid-February (tentative) at Chatham. Long refit party. Port Service.
APOLLO (GP Frigate). February 25. Trials crew at Devonport. Port Service. Captain's Command.
TIGER (Cruiser). February 4. Trials crew at Devonport. Port Service. Commissions May 26.

MARCH

HERMIONE (GP Frigate). March. General Sea Service. Captain's Command with full staff.
WISTON (CMS). March (tentative). Trials crew at Gibraltar. Port Service.
RHYL (A/S Frigate). March 23 at Devonport. General Sea Service. Home / East of Suez / Home.

APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service.
APOLLO (GP Frigate). April (tentative). General Sea Service. Captain's Command.
MOHAWK (GP Frigate). April 17 at Portsmouth. General Sea Service. Home / East of Suez. L.E.P. (A).
INTREPID (LPD). April / May. U.K. cooks and stewards replace L.E.P.

MAY

KENT (GM Destroyer). May 18. Trials crew at Portsmouth. Port Service. Commissions September 14.
ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service.
TIGER (Cruiser). May 25 at Devonport. General Sea Service.

JUNE

NUBIAN (GP Frigate). June 15 (tentative).

Trials crew at Rosyth. Port Service. Commissions September 7.
ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home / South Atlantic. South America.
MATAPAN (Destroyer). End of June. Trials crew at Portsmouth. Port Service. Commissions end of October for AUWE trials.
EURYALUS (G.P. Frigate). June. Dockyard control at Devonport. Port Service.
ARIADNE FLIGHT. Mid-1972 at Portland. General Sea Service. One Wasp.

JULY

TRIUMPH (Fleet Maintenance Ship). July. C. and M. party at Chatham. Port Service.
LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.
LEANDER (GP Frigate). July 6. Trials crew at Devonport. Port Service. Commissions end of September.
CHICHESTER (A/A Frigate). July 14 at Rosyth. Local Foreign Service. East of Suez.

AUGUST

Nil.

SEPTEMBER

ARIADNE (GP Frigate). September. Trials crew at Devonport. Port Service. Commissions December. L.E.P. (A).

Commissioning forecast

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

JANUARY, 1972

ONSLAUGHT — at Devonport. Final manning date January 21.

MAY

NARWHAL — at Chatham. Final manning date May 19.

JULY

CACHALOT — at Devonport. Final manning date July 21.

APRIL, 1973

ORACLE — at Portsmouth. Final manning date April 30.

Drafting preference cards for Electrical branch volunteers for Narwhal are required by mid-December, 1971; for Cachalot by mid-February, 1972; and for Oracle by end of November, 1972.

Volunteers from other branches are required not later than one month after the Electrical branch volunteers.

FEBRUARY

ESKIMO (G.P. Frigate). February 1 at Chatham. General Sea Service. Home / West Indies. L.E.P. (C).

AJAX (GP Frigate). February (tentative). Trials crew at Devonport. Port Service. Commissions April, 1973.

SALISBURY (A/A Frigate). February. L.E.P. (C).

MARCH

HAMPSHIRE (GM Destroyer). March 29 at Portsmouth. General Sea Service. L.E.P. (A).

HERMES (LPH). March 1 at Devonport. General Sea Service.

DANAE (GP Frigate). March. L.E.P. (C).

NOTES

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards, other than P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

The letters (R.M.) used for destroyers and frigates only, indicate that a Royal Marine detachment will be borne for the full commission.

Vice-Admiral J. C. Y. Roxburgh, Flag Officer Submarines, shares tea and sandwiches with senior rates during a visit to H.M.S. Renown at Faslane.

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RENOWN REFRESHMENTS



Ships of the Royal Navy No. 192

Thirty years ago this month — in the early hours of November 9, 1941 — Force K, from Malta (H.M. Ships Aurora, Penelope, Lance and Lively), under Capt. W. G. Agnew, encountered an enemy convoy in the Mediterranean and sank all seven merchant ships and one destroyer of the escort.

This morale-boosting success was just one of the now famous actions which took the 5,270-ton Arethusa-class cruiser Aurora into action from Norway and the North Atlantic, to Malta and the Mediterranean where, as a result of her exploits, a disgruntled enemy christened her the "Silver Phantom".

Under this title, members of her ship's company published a book about their ship in 1945 — and it recalled such historic names and events as Narvik, the Battle of Britain; Spitsbergen, North Cape, Operation "Torch," Pantellaria, Sicily and Salerno.

The Aurora second world war battle honours eloquently tell their story — Norway (1940), Bismarck (1941), Malta Convoys (1941), Mediterranean (1941-42-43), North Africa (1942-43), Sicily (1943), Salerno (1943), Aegean (1943-44), South France (1944).

CHINA TRANSFER

After the war, the cruiser spent some time in reserve before being transferred to China in 1948 and renamed Chungking.

In February, 1949, the Chungking deserted the Nationalists for Communist China, and the next month, after three days of bombing attacks, she was sunk at Hulutao.

So ended the eventful life of a cruiser which had enhanced the already long and distinguished Aurora tradition in the Royal Navy, a tradition now held by the Leander-class anti-submarine frigate which today bears the name.

LAUNCHING LINK

The present Aurora, built by John Brown & Co. (Clydebank) Ltd., was launched on November 28, 1962, by Lady Le Fanu, wife of the then Vice-Admiral Sir Michael Le Fanu, who was to become the First Sea Lord, and, later, Admiral of the Fleet.

The launching itself recalled that famous action of November 9, 1941, after which, Capt. Agnew had written in his report: "I also wish to bring to your notice the name of my gunnery officer, Lieut. Michael Le Fanu." The Captain was recommending immediate promotion for an outstanding officer who, as the ship's book was later to recount, was awarded the Distinguished Service Cross and mentioned in dispatches while with the cruiser.

Admiral Le Fanu died in November last year.

SHINING LIGHT

Today's H.M.S. Aurora (standard displacement 2,300 tons) carries the latest anti-submarine equipment, two 4.5-inch radar directed and automatically fired guns, a Wasp anti-submarine helicopter — and a complement of 17 officers and 245 ratings.

Last Christmas she was in Hong Kong, having sailed for the Far East the previous July.

Amid her programme of Beira Patrol, exercises, inspections, guardship duties and foreign visits, members of her ship's company will probably long remember those three hectic January days during which they installed electricity in a small village in Hong Kong colony.

The project included installing generator, overhead poles, and lighting and points in the church, school, shops and about 25 houses.

Other memorable experiences included recapturing a herd of wild cattle, and arriving at Manila for a four-day visit when riots were in progress.

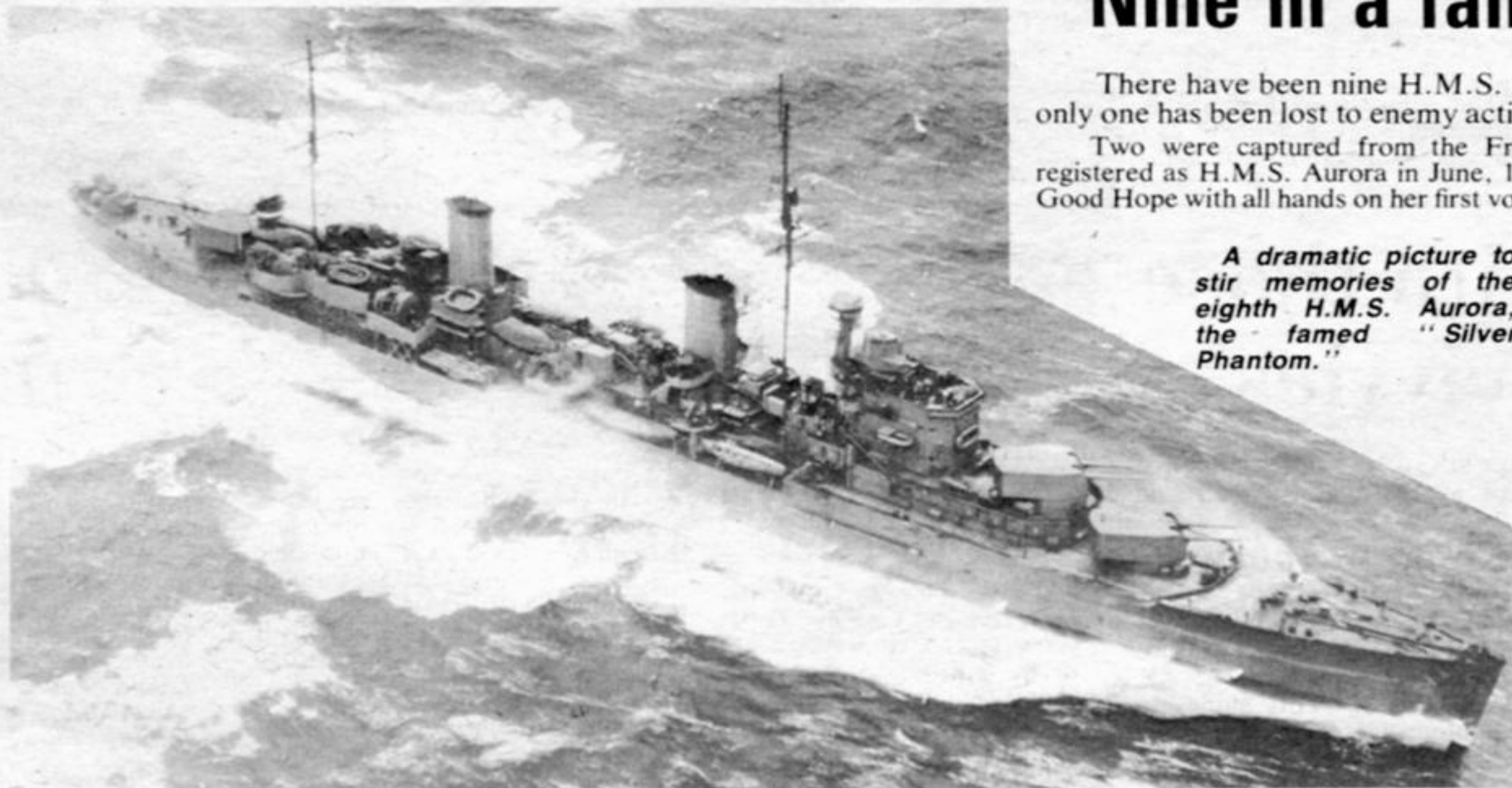
NATO-BOUND

The Chatham-based Aurora's journey home in May took her to Mahe in the Seychelles, Mombasa, Mauritius, Simonstown and Gibraltar.

Since then she has been at Chatham for an assisted maintenance period, and in the Portland area for trials and weapons practice.

The ship's "agenda" includes a trip to Copen-

Daughter of 'Silver Phantom'



A dramatic picture to stir memories of the eighth H.M.S. Aurora, the famed "Silver Phantom."

Nine in a famous 'family'

There have been nine H.M.S. Auroras in the Royal Navy — and only one has been lost to enemy action.

Two were captured from the French (including the first which was registered as H.M.S. Aurora in June, 1785) and one was lost off the Cape of Good Hope with all hands on her first voyage.

During the French Revolutionary War, the third Aurora captured 48 enemy merchantmen and eight men-of-war.

The sixth Aurora took part in the relief of the Peking Legations which were besieged during the Boxer Rebellion of 1900.

The name went into action during both first and second world wars. The seventh Aurora, a 3,500-ton light cruiser, completed in September, 1914, served with the Harwich Force, was later present at the surrender of the German High Seas Fleet on November 21, 1918, and was transferred to the Royal Canadian Navy in 1920.

The Arethusa-class cruiser of second world war fame was the eighth Aurora.

AURORA PAST

CITY LINK

Another "echo" of the Aurora's famous second world war 'parent' is to be found in the ship's links with Bradford which also date back to November 1941 when the Yorkshire city adopted the cruiser during Warship Week.

Civic links with the city, its Sea Cadets and Royal Naval Association, have continued, and during a visit to the city in October the Aurora's commanding officer, Cdr. G. F. Liardet, had £413 to present to the Lord Mayor as a result of fund-raising efforts by the ship's company.

The money was for the Guide Dogs for the

Cdr. Liardet succeeded Capt. P. W. Greening as the Aurora's commanding officer in September.

AURORA PRESENT...

H.M.S. Aurora was the fifth frigate of the successful Leander class to be completed. She first commissioned in April, 1964.



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- ☐ Deposit saving (to enable me to build up a deposit for a future purchase) ☐ Please tick whichever applies

Post
this
today

Non-smoking messdecks idea

Following a heavy assault from all forms of mass media, I was finally convinced that were I to continue smoking 25 a day, as I had been doing for the last 15 years, I really would be digging an early grave for myself.

The thing that bothers me now is that, while I feel healthier, have a better appetite, and a definitely improved sporting potential, the Navy at the moment does little to ensure I remain this way.

Appealing therefore for the non-smoking minority, is it not time to have, say, one senior and one junior rates' non-smoking messdeck? I mean afloat, not ashore.

Air filtration aboard my last ship just could not cope, and the acrid smell of cigarette smoke is totally repugnant to non-smokers.

J. A. Lallyette
(O.E.M.I.)

H.M.S. Collingwood.

"The Ministry of Defence is considering ways in which it can help the Government's anti-

smoking campaign by discouraging the habit among Service men" — so said The Times of October 13.

I would have thought that this was obvious and simple: stop the monthly issue of tobacco coupons and hence duty-free cigarettes.

Naturally there are those who will say that smoking helps to counteract the strain of life at sea. Well, if this is so, why not bring back the tot — issuing it only at sea and in the evenings before supper.

I am certain that the majority of sailors would freely admit that they could either not afford to smoke at all, or would smoke far fewer cigarettes, if "blue liners"



were unavailable.

Let Their Lordships listen to Sheila Hancock's record "One Last Cigarette" and stop their

contribution to the rising lung-cancer death figures.

Smoking Sailor's Wife
Cowplain, Hants.

MALTA'S EMPTY BUOYS

May I address myself to all the old salts contemplating a sentimental return to Malta. Forget it!

I have just returned from there with a heavy heart. Those empty buoys down the centre of Grand Harbour! Last time I was there those buoys moored four Queen Elizabeth-type battleships and four Iron Duke class.

Sleima Creek empty, where 36 destroyers and R.A. (D) once lay. There are few "gharays" and fewer dgaisa (row-boats), and even the goats have disappeared.

Most of the beerhouses have gone, but the "Egyptian Queen" still reigns supreme at the top of Strada Stretta!

The highlight of my holiday was a ride up and down in the Barraca lift from the Valetta waterfront up to Floriana. It seemed rickety 40 years ago, and does not appear to have improved with time.

R. W. Swannell
Hove (Sussex).

Queueing with those 'ignorant civvies'

After my last visit to Navy Days at Guzz — a pensioner of 17 years standing — I came away as ever, depressed and homesick for the R.N.

There's a grouse I'd like to get off my chest, so I'm requesting permission to state a complaint.

Couldn't there be some sort of chit issued to each pensioner to visit ships without having to queue for hours in a stream of ignorant civvies?

Even a civvy is welcome back as a visitor to his old firm after superannuation.

Frederick C. King
(ex-SCOP(S))

Redruth, Cornwall.

The trouble is, those ignorant civvies might chuck you in the 'oggin for queue-jumping! On special visiting occasion (not with the public) ships invariably give the red carpet treatment for pensioner guests. — Editor.

It was with great pride that with four others who had served in the First World War cruiser H.M.S. Antrim, I walked up the after gangway to be welcomed on board the new ship of the name by the commanding officer. The captain, officers and crew made our stay one to be remembered for ever.

Vic Gun

Gravesend, Kent.

China memories

Having read with interest about the Chinese boy named "Flood" (June issue), it brought back memories of when I was an AB aboard H.M.S. Verity alongside the pontoon at Hankow.

I wonder who the young woman was whom I was detailed to escort to the Hankow and Shanghai Defence HQ when it was possible to return once again into Hankow? She had been aboard a refugee ship which laid alongside ours.

W. E. Britton

Maidstone, Kent.

Thanks to Ganges

May we thank, through the courtesy of Navy News, the Captain and all his officers and staff at H.M.S. Ganges.

We visited Ganges a few times and were very impressed. Our son spent a year there, during which time he went from a shy young boy to a confident young man.

The attention he received from the medical staff when he was ill was first class, and here also we would like to thank the wonderful staff at the R.N. Hospital, Haslar.

We were sorry when our son

Letters to the Editor

THANKS TO YOU, TOO

I have subscribed to your paper for the past five or six years and have watched the steady improvement in paper, photos, and news.

Having emigrated to Canada six years ago to join the Canadian Navy I look back at the R.N. through the medium of your fine paper, and often wish to return to it.

Keep up the excellent work.

Alan S. Davis
(L.S.B.N., CAF. S.)

Many similar letters are received from readers, and the Navy News staff would like to thank you all and say how much they appreciate the messages of goodwill. — Editor.

left Ganges and I think it speaks for itself when he says he would like a posting back there when he has completed his training.

At present he is on board H.M.S. Intrepid in Hong Kong (we think). One thing Ganges didn't teach him was to write lots of letters home! Still, we expect he's got far more exciting things to do.

Mum and Dad

Cheshire.

Battle ensigns

With regard to the query regarding ensigns (October issue), the battle ensign was always the largest ensign carried, and in a battleship or cruiser could be a 22 or 24 breadth (roughly 18 feet by 36).

In ships when they had masts and yards and all the attendant rigging, it was virtually impossible to hoist a flag of this size without getting it snarled up with some stay or other — more especially if the wind was in the wrong quarter.

It was therefore made up for breaking, and broken out when close up. Even then, there was no certainty that it would fly clear. After the twists and turns during action it seldom came down in one piece.

Horace S. Johnson
(ex-CYS)

Stubbington, Hants.

Some 'fast girls' from the past

The story of the race between H.M.S. Cavalier and H.M.S. Rapid (August issue) reminds me of a similar occasion in 1945 — but over a distance of 350 miles.

After VE-day, H.M.S. Rhododendron, in which I was serving as ASCO, and our "chummy ship" H.M.S. Lotus were stripped at Greenock for beaching at Milford Haven. We set off on parallel courses, Lotus losing some ground. They must have been rather desperate for they decided to go through Jack Sound and their luck was in. They passed the boom 100 yards ahead of us.

Average speed was about 16 knots, which was pretty good for any "Flower."

J. E. Bartlam
(Lieut.-Cdr., R.N.R.)

Leigh-on-Sea, Essex.

Further letters have been received on the "fast ship" subject, and Navy News thanks Mr. G. B. Mason, of Bath, Mr. H. Gray, of Elland (Yorks), and Mr. W. H. Bradshaw, of Taunton.

Ships mentioned in their letters include H.M.S. Bedouin (about 40 knots), Codrington (38), Amazon (faster than the Codrington?), Rosalind (37), Radiant (39), Taurus (39), Teazer (40), Manxman and Welshman (over 40).

Points from the post

I believe that during the last war H.M.S. Cumberland held the record for the number of days spent continuously at sea (90 days in the South Atlantic, I think). Could anyone confirm this, and give information about refuelling. — E. E. Harrow, ex-CPO, Peterborough.

That double christening (September issue) was not the first aboard a Polaris submarine. My

son and my friend's baby were christened aboard the Repulse on May 26, 1970, but I believe before this date there was a triple christening in the same submarine. — M. Gibbs, Helensburgh.

Recalling the "Crabby dish," H.M.S. Charybdis (September issue), salt pork and hard biscuits were issued to us in the destroyer Vanuatu under the command of Cdr. H. C. Rawlings, DSO, in 1919, while on service in the Gulf of Finland during the Russian Revolution. — John Sweetland, Uplyme (Devon).

Recently I acquired a ship's bell, seven inches in diameter and five inches high, bearing the inscriptions: "H.M.S. Victorious. Presented by Cdr. D. W. Cramond." Any information as to its origin? — R. F. Harris, Cheltenham (Glos.).

As one of the first 12 electrical artificers ever to enter the Submarine Service, I often wonder what happened to the others (apart from one in the Isle of Wight with whom I occasionally correspond). Two of us served in K boats — one in K 11 and myself in K 22 (formerly K 13). — L. A. Armstrong, Angmering (Sussex).

What a wonderful time Service personnel have these days — rather different from 1903-27. I think, though, that there's just a bit too much feather-bedding.

Charles Wade, ex-CPO aged 84, Grayshott, Hants.

A junior at H.M.S. Ganges received a silver crown for being "button boy" and standing on top of the mast at Parents' Day. All I received for going over the mast head was the PTI behind me, urging me on with a gym shoe. Times have changed. — W. Howard, Cobh, Co. Cork.

The Tea Boat

The reasons given for discontinuing "repayment issues" are well founded and logical.

An undesirable feature, however, is the consequent "carte blanche" given to Naafi in supplying seagoing ships' messes (shore messes can shop outside most establishments).

Whether we like it or not, Naafi now has the monopoly of such supplies. Can we turn to the Monopolies Board?

J. Eilback
(Ch.R.S.)

H.M.S. Vernon.

Taking into account discounts and dividends, and ignoring special "threepence off" promotions outside, Naafi claim independent research proof that you will have to use a lot of shoe leather to beat their prices over the whole shopping range.

Where anything is consistently being charged at above average price, Naafi say they would like to hear about it. — Editor.

Mutual greetings of good luck as three ladies on their annual visit to sunny Eastbourne chat at the end of the pier to LS Ray Sampson (left) and OS Sam Hackleton during H.M.S. Eastbourne's five-day visit to the resort.

Photo: Russ Whalley.

TOUCH OF LUCK...



HONG KONG BY NIGHT. A spectacular scene with the assault ship, H.M.S. Intrepid, and the Tribal class frigate, H.M.S. Zulu, floodlit at H.M.S. Tamar.

'Quick Flips' for Intrepid



Two amphibious assault exercises were features of a visit to Hong Kong by H.M.S. Intrepid. Exercise Quick Flip 1, with the 51st Infantry Brigade, simulated an amphibious assault on the Seiku peninsula to quell a 'local rebellion.'

Quick Flip 2, with the 1st Battalion Irish Guards, was an amphibious attack on Lantau, largest of the colony's outlying islands, 'to rescue a V.I.P. held by local guerillas.'

An observer for part of the exercise was Commander British Forces, Hong Kong, General Sir Richard Ward, and many local journalists covered the dawn landings in what became known as the 'Battle of Lantau.'

Also taking part were the resident Dragon Squadron minehunters of the 6th Mine Countermeasures Squadron.

Both assaults were directed from the Amphibious Operations Room in the Intrepid, which is commanded by Capt. W. D. M. Staveland.

The assault forces, with equipment, were landed from the Intrepid using her landing craft and Wessex helicopters of A Flight, 848 Naval Air Squadron.

Clyde Base entertains

While on their way from Hong Kong to Japan, the ship's company of H.M.S. Intrepid had an opportunity to see, in action, the redoubtable 'Blue Dragon' ROK Marines, who are well known for their fighting abilities in Vietnam.

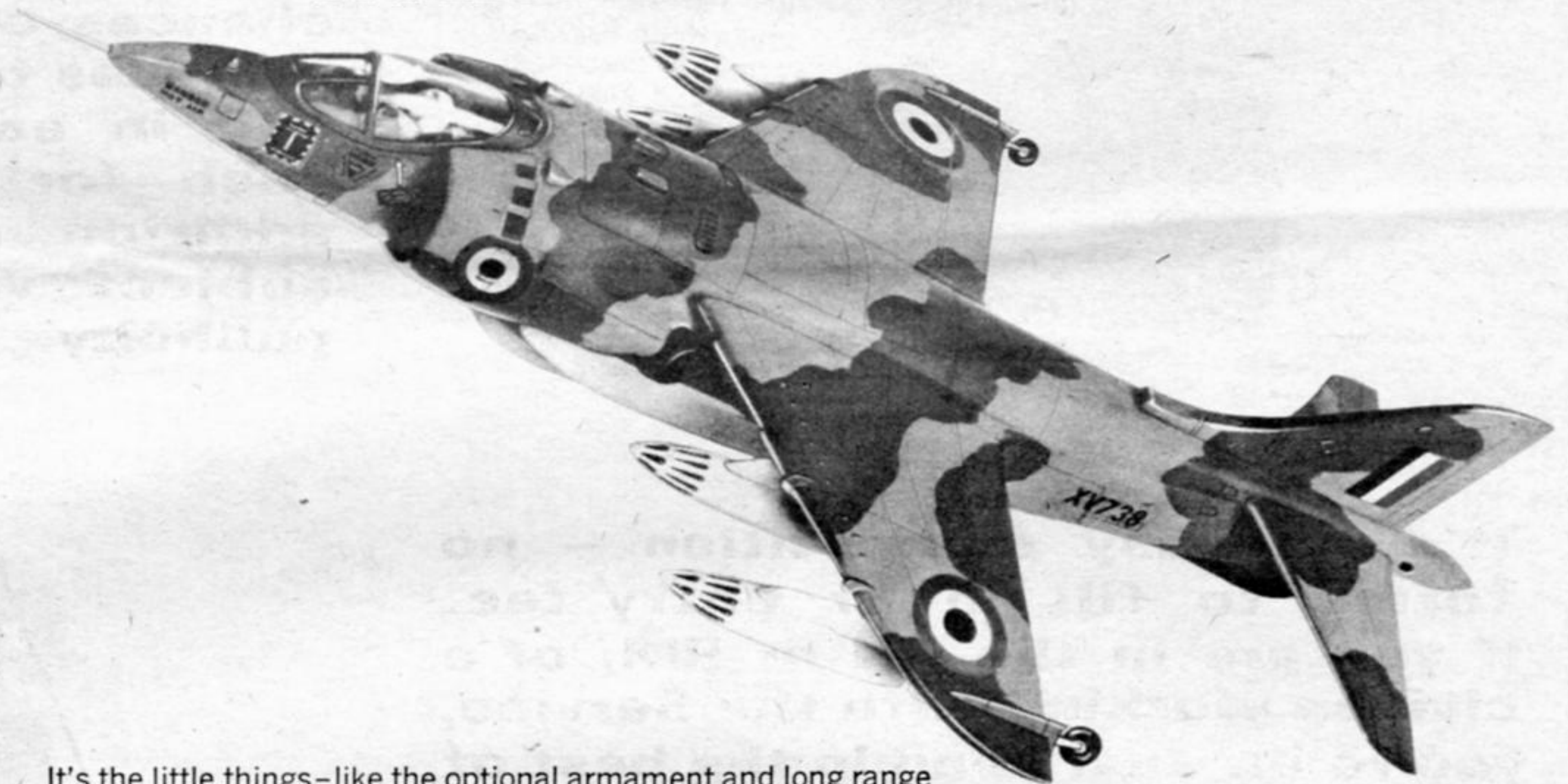
The 278 Marines joined the ship off the tip of South Korea and after the spectacular exercise they cheerfully marched the 12 miles back to their barracks!

Over 5,000 people turned out in the pouring rain on Sunday, October 10, to visit the Clyde Submarine Base — which was open to the public for the first time.

The day's entertainments included a diving and surfacing display by H.M. submarine Onyx, and other diving, helicopter and static displays.

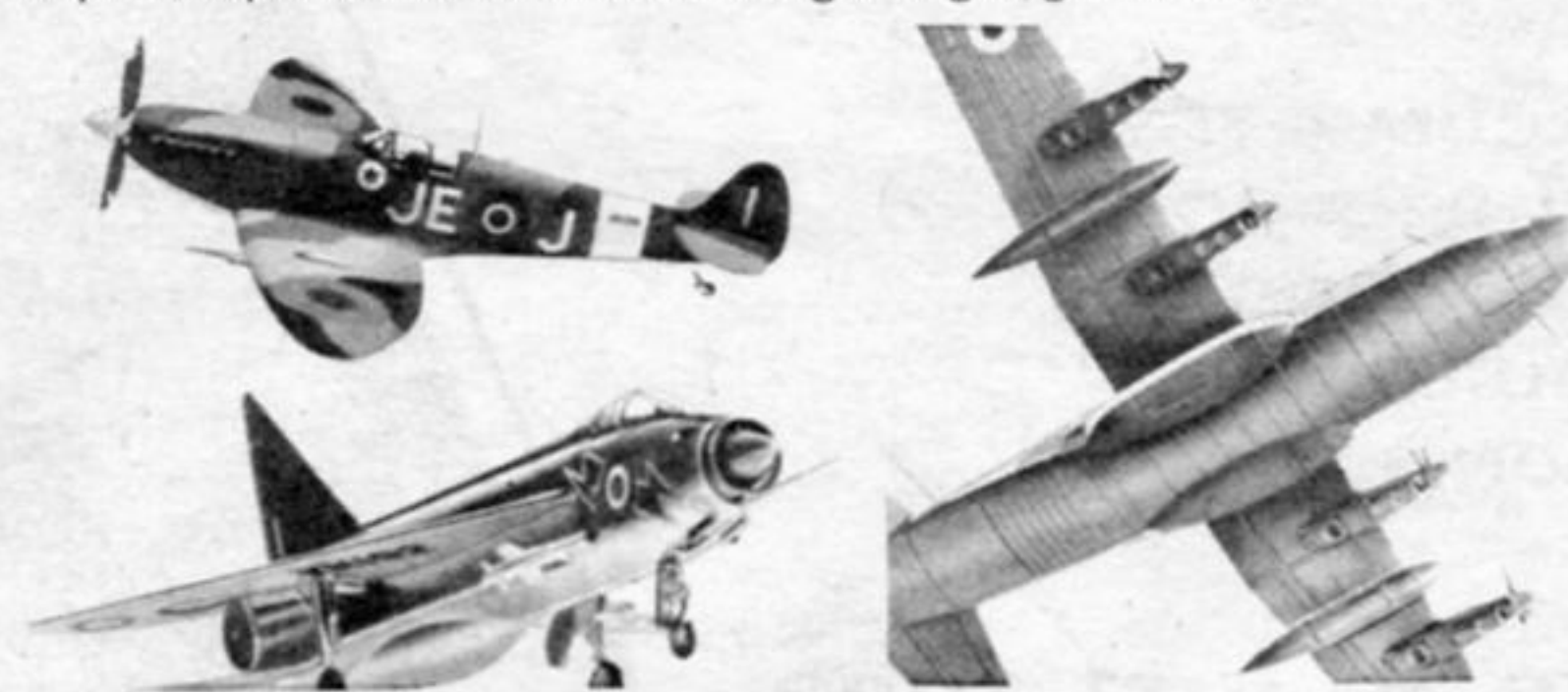
H.M. submarines Churchill and Osiris, H.M.S. Eastbourne and H.M.C.S. Saguenay and Nippigon were open to visitors.

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Top left: Spitfire. Bottom left: E. E. Lightning. Right: Hercules



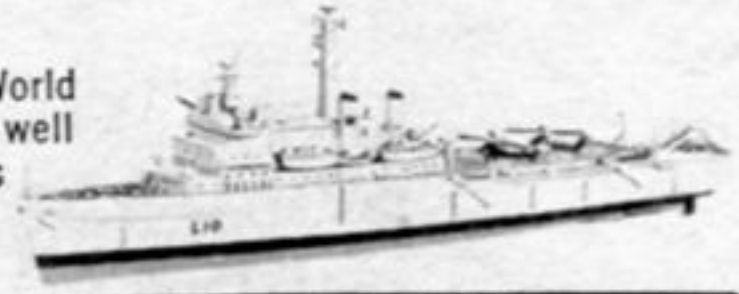
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Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO — D. G. Perkins 911482; B. B. Kimber 898276; D. T. Rolfe 936705; D. B. B. Ford 838766; J. A. Cox 911943; W. M. Symons 911113; M. W. Broderick 839532; W. J. Saunders 899511; R. D. Warn 889929; D. W. Topliss 835714; R. J. Upstell 898313; D. J. Morgan 820147; M. J. Reed 889550.
To MAA — K. G. French 886439.
To CPO Wtr — S. F. Watson 896475; C. Armstrong 958323.
To CPOSA — R. T. M. Masters 952963; B. D. Stephens 904314; M. S. Mansbridge 913955.
To CPOCA — T. O. Matheson 879279; G. C. Palmer 953653.
To CPO CK (Ex S) — W. Hawkins 909862; O. Duck 923071; I. A. Ralph 912684; N. W. Calveley 890744.
To CPO CK (Ex O) — A. Allan 896772; A. Campbell 909371.
To CPO STD — K. N. Pope 845497; D. Shields 913140.
To A/CMEA(P) — E. C. Cowd 050220; D. Campbell 969506.
To CH/MECHN — L. S. Coling 902805; T. G. A. McKay 931347.
To CMEM — B. Adlam 914344; D. D. Calder 841655.
To CCEA — J. K. Young 984538; A. G. Mack 969565.
To COEMN — A. R. Kent 054131.
To COEL — P. Richardson 957107; J. S. Ingram 915603.
To CREMN — T. K. McGahan 981070; C. M. Fripp 984760.
To CREL — M. A. Mercy 961652; J. R. Boughen 969165.
To CRS — K. R. Peters 839547; C. A. Cox 847752.
To CRS(W) — J. L. Wood 979594.
To A/CMT — P. Pope 667979.
To CAF(AE) — T. S. Taylor FX 917947; D. A. E. Oliver FX 898495; W. Peacock F 935466; R. H. E. Sparkes FX 906654.
To CAF(O)/COEL(A) — D. R. Tickner FX 917979; E. D. G. Diston FX 886628.
To CA(SE) — D. Martin FX 917437.
To CEL(A) — K. R. Williams FX 864381; K. Coatsworth FX 892747; P. J. White FX 923907.
To CREL(A) — E. V. Scarratt F 937397; A. Masson F 946892; F. R. Pritchard FX 924186.
To ACMN/ACAA — C. Thornhill F 981137; T. A. Parker F 956347.

POINTS LEADERS ON THE ROSTER

Advancements made to CPO status on and after November 1 will be as decided by Selection Boards, so points shown against rosters for CPO are for general guidance only and men holding these points will not necessarily be promoted first.

The following table shows the total points of the men at the top of each advancement roster. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

CPO	PO	LS	CAF(O)	POAF(O)	LAM(O)
1538	440	179	1115	313	375
CH SMKR	CPO CA	CPO WTR	CA(AH)	POA(AH)	LA(AH)
1448	1426	1315	1614	759	346
PO WTR	L WTR	CPO SA	CA(IE)	POA(IE)	CA(PHOT)
497	335	1406	1008	732	583
PO SA	L SA	CPO CK(ex S)	POA(PHOT)	LA(PHOT)	CA(MET)
803	652	1964	516	470	739
PO CK(ex S)	CPO CK(ex O)	PO CK(ex O)	POA(MET)	CHEL(AIR)	POEL(AIR)
1011	1820	770	161	1440	284
L CK	CPO STD	PO STD	LEM(AIR)	CHREL(AIR)	POREL(AIR)
571	1948	441	273	1916	397
MAA	MAA(ex COXN) RPO		LREM(AIR)		
1073	1236	633	387		
CMEA(H)	CMEM	POMEM	The number in brackets indicates the number of men with the same number of points.		
284	1992	184			
LMEM	CCEL	COEL	The following rosters are "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: CMEA(P), CH MECHN, POREL, LREM, RS(W).		
177	1507	1228	The following rosters are "dry": L STD, CCEA, CCEMN, POCEL, LCEM, COEA, COEMN, POEL, LOEM, CREA, CREMN, LRO(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(AIR), CREA(AIR), CHELMCH(AIR), CHRELMECH(AIR), LA(SE), LA(MET).		
CREL	CRS	RS			
1259	1460	670			
LRO(G)	CRS(W)	CCY			
497	472	1259			
BY	LROT	CMT			
639	410	400			
CPO MA	PO MA	LMA			
550	839	497			
CAF(AE)	POAF(AE)	LAM(AE)			
796	435	407(2)			



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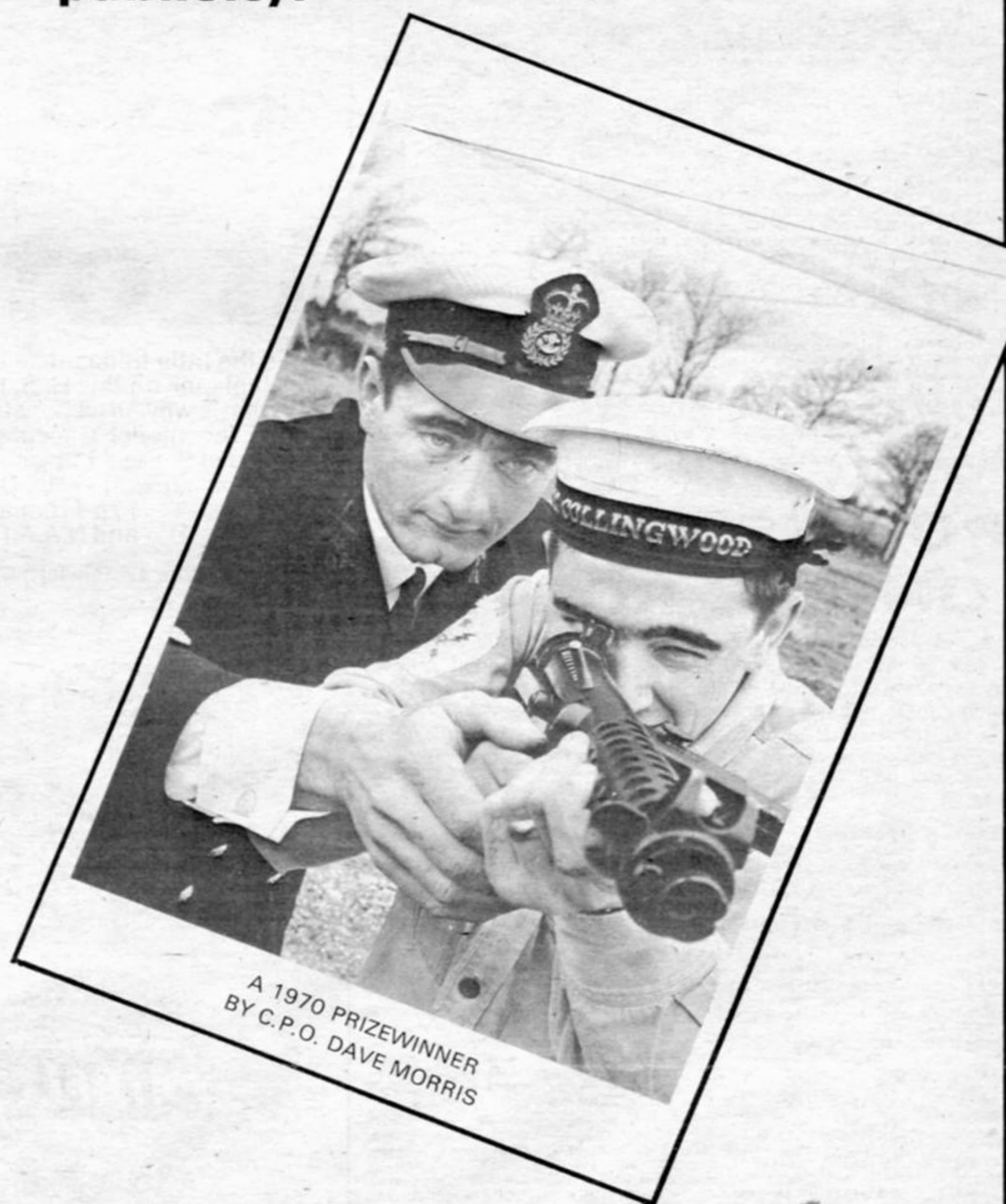
It's an easy competition – no forms to fill in or entry fee. If you are in the RN or RM, or a civilian working with the Service, you're in. Just send in the best of your original work. Send your entries with your full name, rank, number and address (block capitals please) to:

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DEPARTMENT OF NAVAL RECRUITING
ROOM 06 ARCHWAY BLOCK NORTH
OLD ADMIRALTY BUILDING
WHITEHALL, LONDON S.W.1

Another point, there is just time to take new pictures since the closing date of the 1971 Naval Photographic Competition is 31st December 1971

really good colour pictures of Royal Navy ships at sea or sailors doing their usual tasks in off-duty moments at home and abroad.

Colour slides, 35mm or larger, are welcome. There's prize money for film sequences too, Standard or Super 8 or 16mm. But black and white photographs have equal chances of prizes. There is £500 of prizes to be awarded. A first of £50 in each class, £15 or £10 each for a place. We pay in addition up to £10 for every subject we can use for Navy publicity.



NEW FLEET CHIEFS NAMED

*They met the
'Second'-to-be*



Quarters assistant — E. J. Young (St Angelo).
Regulating — J. M. Wordley (R.M.B. Eastney).

FLEET AIR ARM

Aircraft artificer (AE) — A. J. Martin (Lossiemouth), F. W. A. Nye (Daedalus).
Aircraft Mechanician (AE) — R. E. Bush (809 NAS), D. H. Cook (Yeovilton), J. T. A. Hobbs (845 NAS), C. Johnson (Daedalus).
Radio Elect. Mechanician (A) — P. J. Cresswell (Yeovilton).
Air Art (o) — A. S. Mabey (Daedalus).
Air Fitter (AE) — J. A. Irving (Yeovilton), F. Newcombe (Culdrose).
Elect (Air) — R. Brown (809 NAS), R. Joss (Lossiemouth).
Radio Elect (Air) — I. M. Gaillie (824 NAS).
Airman — R. A. Brokenshire (Culdrose), R. Sawyer (Culdrose), D. B. Williams (Bulwark).

Families enjoy Aurora visit

The Leander-class frigate H.M.S. Aurora has been heavily engaged in maintenance and refit work in recent months, during which time it has not been possible for wives and children to visit the ship.

But when the opportunity of going on board arose in October some 45 families joined the ship at Sheerness for the trip into Chatham.

The event proved a great success and the youngsters, particularly, enjoyed themselves exploring the frigate.

A group of present Fleet Chiefs meet the Chief of Naval Personnel-to-be. The occasion — a visit to H.M.S. Ark Royal in the Moray Firth by Vice-Admiral L. D. Empson, Second Sea Lord designate.

On a very informal occasion he met a representative selection of the ship's company, asking their views on the Navy as a whole and the ship in particular, and putting searching questions on various subjects.

Another recent visit by Vice-Admiral Empson was to H.M.S. Colling-

wood, where he was given a brief on aspects of training carried out at the establishment, in particular the design of courses, REM free-flow

training and new concepts in officer training. He also saw rebuilding plans and inspected some of the new buildings already open.

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Torpedo anti-submarine instructor — J. E. Adams (Undaunted), J. A. D. Duncan (Vernon), P. E. J. Matthews (Osprey).
Plotting and radar instructor — G. E. Banks (Terror), R. F. Foulter (Ark Royal), D. Wilson (Dryad).
Physical training — L. G. Bell (Temeraire).
Clearance diving — W. S. A. Crane (Fearless).
Boom trained — G. B. Taylor (Arethusa).

REGULATORS

Master-at-arms — M. Gumbleton (Dartmouth), G. MacKenzie (Ganges), P. J. Marsh (President — SHAPE), R. K. D. Ness (Norfolk), J. B. Northern (Victory), B. T. R. Pearce (Palliser), D. W. Reid (Fulmar), L. D. Tuffley (Cochrane).
Coxswain — P. A. Windust (Dartmouth).

COMMUNICATORS

D. J. Boon (Warrior — CINCEAST-LANT), J. E. Eilbeck (Vernon — NMU), R. H. Lomas (Antrim).

ENGINE ROOM

Propulsion — P. T. Alford (Eagle), M. J. Cocks (Victory — DAT ASSWARI), A. N. Condon (Victory — WFTS), R. W. Crane (Carpentaria), P. C. Downer (Palliser), R. Elkins (Sultan), C. S. F. Folley (Penelope), K. Hindle (Grenville), D. H. T. Holder (Sultan), N. J. Lauchbury (Bulwark), P. R. O. Lucas (Triumph), C. D. Menzies (RMN Loan Service), A. G. Mitchell (Andromeda), M. R. Nash (Jaguar), J. Scott (Pembroke), D. R. Thompson (Jufair), K. W. Webb (Fife), R. S. Wild (Renown), M. J. Wilson (Lowestoft).

Mechanician — M. S. Cave (Tamar), L. E. Higley (Tyne), G. Pollard (Sultan), K. H. Powell (Tyne).

Hull — R. J. Bridgen (Sultan), J. R. Denzey (Triumph), E. P. Ferrari (Victory — SMA), A. L. Fry (Victory — FMST), J. A. Glover (Tamar), M. P. Gosling (Victory — WFTS), P. D. Hardyman (Phoenix), J. M. Haswell (Lochinvar), K. Holmes (Neptune), A. J. Robertson (Victory — SMA), B. D. Warn (Intrepid), H. H. Webb (Osprey), J. Zammit (Excellent).

Engineering mechanic — R. Broadhead (Lochinvar), W. G. S. Cock (Pembroke — FMU), W. Fawcett (Sultan), W. Funnell (Sultan), J. F. Jacques (Fisgard), D. F. Jones

(Dolphin), N. Musk (Eagle), J. Stott (Hardy).

WEAPONS AND ELECTRICAL

Control electrical artificer — J. B. Hunter (Glamorgan), C. G. Parker (Tartar), J. R. Sampson (Osprey — FOST), R. A. Weldon (Neptune).

Control electrical mechanic — N. R. Miller (Collingswood).
Control electrician — A. W. Bruton (Raleigh), A. J. Matthews (Osprey).

Ordnance electrical artificer — J. W. Bishop (Neptune), L. A. Bush (Devonshire), N. A. Channon (Tyne), J. E. Foale (Tyne), W. G. Hocking (Blake), C. K. Mason (Excellent), D. H. E. Taylor (Fearless).

Ordnance mechanic — J. Gallagher (Warspite), G. W. Gillman (Excellent), A. R. Tarry (Victory).

Ordnance electrician — T. Boyd (Scarborough), W. K. Friend (Tenby), T. M. Williams (Dartmouth).

Radio electrical artificer — I. G. Bird (London), B. C. Hunneybell (Terror — SUARA W/T).

Radio electrical mechanic — G. M. Farthing (Albion), A. W. Grocott (Victory — Fort Southwick).

Radio electrician — E. W. Locke (Collingswood), R. A. Lowe (Drake — INSKIP W/T), D. W. Patch (Neptune), J. E. Wells (Pembroke — FO Medway).

SUPPLY AND SECRETARIAT

Writers — C. W. C. Bull (Ganges), A. F. Green (Daedalus), P. H. Grocott (Centurion), J. E. Walters (Heron — FONAC).

Stores — R. P. E. Bean (Jufair), D. E. Parrish (Achilles), D. B. Saxby (Victory).

Caterers — C. Staite (Terror).

Cooks — M. D. Clark (Caledonia), K. D. Fraser (Ark Royal), P. W. Hill (Tamar), G. Swanton (Vernon).

Stewards — A. Morton (Eagle), L. A. Vautier (Victory).

MEDICAL

Medical technicians — R. R. Rowe (R.N.H. Haslar), J. H. Stowe (R.N.H. Haslar).

Medical Assistants — D. M. Cherry (Fearless), R. H. Mariner (R.N.H. Haslar), J. Weedon (Mercury).

W.R.N.S.

Radio Supervisor — B. J. Ellis (President).

Stir early for Christmas!



Helping Capt. and Mrs. Harcus, and JMEM Clark, are (left to right) Leading Wren M. J. Lewis, Junior Cook Hoult and Wren P. French.

It's Christmas pudding time again and Royal Navy establishments everywhere will undoubtedly be observing the stirring tradition!

The first photograph of this mouth-watering ritual comes to Navy News from H.M.S. Sultan, Gosport, where Captain R. A. Harcus and

his wife, Jean, were assisted by Sultan's youngest serving member, 15-year-old JMEM Martin Clark.

The traditional flavour will come from eight pints of stout and four pints of rum — purchased, of course . . .

Aussie wedding after New Zealand romance



Hilarious moment at the cake-cutting (left) when a reception followed the wedding of PO Craig Corney, of H.M.S. Eagle. Craig met his bride, Joy Antcliffe, when the ship visited Wellington, New Zealand.

It was love at first sight, and when the Eagle went on to Fremantle (Western Australia) Joy was waiting there with her parents and brother Geoffrey.

The wedding was organized before the ship sailed again, the ceremony taking place at Perth register office. The reception was on board the Eagle, and next day the carrier was off again — to Singapore.

There was only one regret — that Craig's parents in Morayshire could not be present.

Winning smiles...



Reclaim visit

After her refit at Portsmouth, H.M.S. Reclaim had a families day when about 100 relatives of the crew spent a day at sea.

Families
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TOOK A DIVE...

Winners of a competition held at Portsmouth Navy Days enjoyed a trip, including a dive, in H.M. submarine Otus. With them went the families of some of the crew — in this picture POOE1. David Saxby assists his wife in the finer points of controlling a sub, while dived.

The young winners of the contest undertook the trip as part of a week-end visit to H.M.S. Dolphin, and with them went Portsmouth student Sandra Roberts who had made it known that she thought it unfair that the contest had been confined to boys! So H.M.S. Dolphin invited her to be the special guest of Submarine Command.



'New look' for a Rest

Devonport's Royal Sailors' Rest is to have a £7,000 renovation as a result of a grant from the Sailors Fund.

Painting and decoration of the 265 bedrooms will form part of the scheme to renovate the whole of the interior.

The work would have been started some time ago, but such is the intensive use of the Rest by

the Royal Navy and by families that it had to be delayed until the demand for accommodation eased at the end of the summer.

A reader of Navy News Families Page has written expressing disappointment about her stay at the Devonport Rest, saying that when she arrived with her family, the sheets on the bed had not been changed, although they were changed after representations.

She was also disappointed with the general appearance of the rooms, and felt that the food could have been improved.

Improvement on the way

from people who had stayed there.

"We do appreciate that the appearance of the Rest can be improved," said the spokesman, "and that is why the renovation scheme is being put in hand."

'Valued'

"This will brighten up everything, and perhaps your correspondent on her next visit will feel much happier. We do hope so, because we do the best we can to provide a service to the Navy and the families, and the number of customers is an indication of how much it is needed and valued."

Many thanks

The reply of the Royal Sailors' Rest is that sheets are changed for every new arrival, but it was possible that in an isolated case there could have been a mistake.

This was the only complaint they had received, although there were many messages of thanks

... handsome prizes

Mrs. Connie Ginn (left) — all smiles at winning a portable television set and a cassette tape recorder in national competitions organized by Naafi in conjunction with Jeyes and Cadbury Schweppes.

Connie is the wife of OEMech(L) Arthur Ginn, of H.M.S. Brighton, and received her prizes in the Naafi shop at the St Mary's Estate, Chatham. On the right is Mr. H. F. Kirkham, Naafi's Chatham district manager.

Picture: Russ Whalley

Navy News

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NN11/71

ABDIEL BOARDERS AT ROSYTH



"However will they tackle this?" Mrs. Freda Hadden seems to be thinking when she found herself surrounded by the boarding party prior to a families day demonstration in H.M.S. Abdiel, at Rosyth.

Freda, holding son Malcolm, is the wife of Leading Steward Neil Hadden.

FROM EDINBURGH COMES THE STIRRING CRY...

Naval Wives Unite!

"Why not an annual conference of naval wives?" is an interesting suggestion from a Families Page reader in Edinburgh.

"I would like to see representatives of both ratings' and officers' wives under the chairmanship of a senior admiral's wife, the delegates to be from all the main establishments," she says.

"Each year they could come together to discuss an agreed agenda of new ideas, improvements, and communication; in fact it could have unlimited scope."

"I feel that naval wives are a large and unused body of people on the whole, and if organized and recognized could do a lot to help themselves."

"Another reason for this meeting is that all naval wives would know they had an official body

with their own representatives to put forward their grievances and ideas.

"Also it is important that this meeting should be seen to be doing something for us. So many wives say, 'Well what is the point of suggesting anything — they won't take any notice.'"

"I do feel so certain that in time we could be a great help to the Navy of the future, if only we could be recognized."

"I do hope the readers of this

article will find time to discuss this among their friends, and will write in and put forward their ideas. We must start to help ourselves and not expect the Admiralty to do everything."

ANY IDEAS?

Navy News will be pleased to publish any follow-up ideas on this subject.

One major snag with a conference representative of all parts of the country is the travelling and

subsistence costs of the delegates. Enthusiasm might wane if an individual found herself faced with a bill for, say £25.

However, a beginning might perhaps be made with regional annual meetings, leading to something on a more ambitious scale later.

The mechanics of selecting representatives, and the organization for sifting motions to maintain a general interest, are other obvious difficulties, but many wives would agree that the idea has much to commend it — or at any rate one conference as an experiment, to see how it worked.

What do you think girls?

Families
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2

Rowner's choice



There are so many pretty girls at the Navy's married quarter "town" at Rowner, that selecting the "winner" is a real problem.

However, the judges had to face the task on September 24 and chose as the 1971 Miss Rowner, Isobel Hoggarth, the wife of POME Hoggarth, serving at H.M.S. Sultan.

In the picture, Isobel is being crowned by the 1970 title-holder, Mrs. Eileen Waters. Runner-up in the contest was Mrs. Denyse Spark.

Picture: PO Bill Stenning



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...with our girl Judi

B.B.C. Radio Medway's new magazine programme "Home Base" — for and by Service men and women in and around the Medway towns — was "launched" on October 13 by Rear-Admiral Frederick Lawson, then Flag Officer Medway.

For the first of the regular half-hour weekly programmes, the linking voice throughout was that of Third Officer Judi Tucker, divisional officer for the new entry Wrens at H.M.S. Pembroke.

The Royal Navy's share of the first programme included an interview of Lt-Commander Bill Inglis, editor of H.M.S. Diomedes' magazine, by CPO Stwd Ken Rowe, of H.M.S. Pembroke.

Ken is the Navy's main interviewer for "Home Base" and will be looking forward to hearing from anyone with home-town ties in the area.



Third Officer Judi Tucker with Army and R.A.F. co-broadcasters, and Tony Revett, B.B.C. producer of the programme, at Radio Medway headquarters.
Picture: Russ Whalley

Missing their men

Wives of the 41 Commando, Royal Marines, whose move to Malta for two years was unexpectedly stopped, found on the "as you were" decision that they had to make all the new arrangements without the support of their menfolk.

However, they were given all possible help with form-filling and packing, and the first families should be in Malta about the middle of this month.

Many are still concerned at the financial loss sustained by the "off-on" move.

CHRISTMAS CALLS

A Christmas "Call From Home" programme is being organized for families and friends of men serving in the following ships: Eagle, Jaguar, Glamorgan, Gurkha and Scylla.

Recordings can take place in the Plymouth, Portsmouth, Chatham and London areas, and a personal appearance is preferred.

However, anyone who lives too far

away from recording centres, but would still like to have a message included and choose a piece of music, should write as soon as possible to:

The Director of Naval Service Conditions, Section R3, Room 417 Archway Block South, Old Admiralty Building, London, SW1A 2 BE.

Recordings are subject to at least 12 applications being received for each ship.

Devonshire details

A spot of engineering information for Daphne from her husband LCMEM Ronald Unstead on board H.M.S. Devonshire during families day. Their home is at Shackleton Road, Rowner.

The Devonshire returned to Portsmouth in October after a tour of duty at Gibraltar.



Sorry Sandra, good luck Sue

Readers of Families Page will remember the heart-cry for Jack from "the girl on the 73 bus." Sorry Sandra, but he hasn't written.

Perhaps there will be more luck for Sue Vale, of 55, Avondale Drive, Loughton, Essex, who met a sailor travelling with others on the 12.36 train from Liverpool Street to Ely, on Monday, September 20.

"He was very kind to me on my journey to King's Lynn," writes Sue. "I would so much like to contact him."

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H.M. FORCES SAVINGS

Find out if it's chilly in Chile!

Anyone in search of something different may find the answer in a trip to Heilo Patagonia Del Norte, an area of Chile which includes a couple of mountains.

A joint Service expedition aims to provide advanced training and exped experience for future leaders of Service expeditions or adventurous training; and also to carry out scientific work.

It is planned to leave the U.K. in mid-October, 1972, and return in March, 1973. A high standard of fitness and willingness to help are the main pre-requisites.

DCI (General) 220/71

Cash in on bright ideas

Bright ideas are worth money in the Royal Navy, through awards from public funds and the Herbert Lott Naval Trust Fund for "inventions and suggestions."

Included in the latest list of 30 recipients are Lieut.-Cdr. D. T. Watts, £250 (suggestion for achieving economies in the Port Auxiliary Services at Gibraltar); CREL J. W. Southall, £80 (daily plug fill check); REA(A)2 R. Hayes, £60 (test alignment for A1 18R Scanner (Sea Vixen radar); AM1 (O) E. Cattle, £70 (Phantom bomb loading

equipment); Lieut.-Cdr. C. G. S. Stannard, £70; Lieut. P. J. F. Hewitt, £50; CEMech Control Artificer C. S. Hay, £50 (sonar depth scale modification); REA1 S. K. Dowson, £50 (simplified dummy load calibration of radar type 965/M/P).

In the case of CREL Southall, the award is only an interim one. DCI 979/71

GET WISE ON DCIs

Light Weight Flying Boots Issues Today



Light flying

Lightweight flying boots for summer or tropical wear are being introduced as an alternative to the current pattern boots — one pair per man.

Owing to limited stocks, issues are restricted for the time being to aircrew serving in front line naval air stations and single unit ships' flights.

DCI 996/71

Juniors' allotments

All juniors and apprentices under 17½ may now allot up to 50 per cent. of their net pay, within the limits set out in BR 1950 Supplement No. 1 (Manual). They may also allot to a bank.

DCI 982/71

Charges changes

Increased charges for food and married quarters came into effect with the pay increases dating from August 1, 1971, with consequential changes in Lodging Allowance and Excess Rent Allowance.

Details will be announced as soon as possible of the adjustment in married accompanied rates of Local Overseas Allowance.

DCI 983/71

Cold cuppas

Two paper cups per man per replenishment is the official intimation that personnel on this job in tropical waters will be able to get cold drinks.

Expenditure of paper cups for any other purpose is to be charged against the Mess Gear Replacement Allowance at £5.77 per 1,000.

DCI 1051/71

TRAINING IN MORAL LEADERSHIP

— to themselves or to others.

The Royal Navy (with the other Services) is able to

give help through training courses in moral leadership at the Royal Air Force Chaplains' School, Amport House, Andover.

This doesn't mean a pious week-end of Bible reading and hymn singing, but a thoughtful survey with complete and close application to problems of life today.

It would not be surprising if the point was made that Christian ideas are not a bad way of basing personal and national life, but the moral leadership courses are not taken as an opportunity for chaplains to thump about religion.

Officers and ratings are eligible to apply for attendance at a course, and there are opportunities to take wives and children, or for wives to go on their own.

A lot of tough candidates have come away impressed. Anyone interested should contact the nearest R.N. chaplain.

DCI 988/71

BADGE FOR AIRBORNE AIMERS

Airborne missile aimers form a highly-important and highly-skilled part of the Fleet's helicopter "teeth," and it is appropriate, therefore, that they should be able to sport their own badge.

This has now been introduced, and depicts an AS12 missile over a lightning flash. It is to be worn on the right cuff as for other skill badges (or on the right breast-pocket of flying overalls).

FAA drafting

The general introduction of the continuous commission has led to a review of Fleet Air Arm drafting cycles.

In future the period of service for all FAA ratings in front line squadrons and flights (excluding certain mainly shore-based units) and ships' air and air engineering departments, will be 24 months.

The exact period may vary slightly due to Service requirements, while certain categories of rating may serve on a shorter relief cycle. The full process of changeover is not likely to be complete before 1974.

DCI 1045/71



Driving up

Wren M/T drivers are to have an opportunity for advancement to petty officer "on a time and recommendation" basis after two years as a Leading Wren.

DCI 987-71

Family maintenance

For ratings drafted to a ship or overseas, minimum rates of family maintenance are based on scales used by the Department of Health and Social Security.

These scales were increased from September 20, 1971, to the following: For wife, £5.80 per week; first child, £1.70; each subsequent child, £1.20.

Existing allotments need not be reviewed.

DCI 1044/71

Catering for them

Supply and Secretariat ratings wishing to transfer to Caterer Branch will be placed on a list by the Captain, H.M.S. Pembroke, and selections made twice-yearly, in May and November.

DCI 986/71

Travellers' checks

Anyone travelling to Eire, Orkneys and Shetland, or the Isle of Man, should check the travel arrangements. Separate rail warrants may be required for certain parts of the journeys (e.g. Isle of Man Steam Packet Company).

DCI 1048/71

Certificated cooks

Successful completion of the course and examination for Leading Cook will, as from September 1, 1971, gain the automatic award of the City and Guilds Certificate 147 (basic cookery for the catering industry).

The course for petty officer cook or petty officer caterer will rank for City and Guilds Certificate 151 (cookery for the catering industry).

To enable ratings not eligible for automatic awards under the new scheme to gain their certificates, the Institute has agreed to allow a final series of examinations to be held at H.M.S. Pembroke in May / June, 1972.

DCI 1001/71

Help for widow

A lieutenant's widow, now 83, has received a total of £3,640 in regular annual payments for the last 41 years to supplement her small naval pension.

She was eligible for the help because of one subscription of one guinea paid by her husband shortly before he died in 1930.

This is an unusual case, but lots of other help comes from the same source — the Royal Naval Benevolent Society. It caters only for officers and their dependants (the Royal Naval Benevolent Trust is for ratings).

Applications for membership should be by letter to The Secretary, Royal Naval Benevolent Society, 1, Fleet Street, London, E.C.4. The subscription is £1.05 a year (£10 for life membership).

DCI 1028/71

Have a care

Do-it-yourself enthusiasts might like to take a hint from a piece of Service guidance about paint remover.

Recently a rating removing a tin of this substance from a shelf had an unpleasant experience when it blew up.

This can be dangerous stuff, being highly volatile. Only screw-topped lids should be used — never press-on lids.

DCI 1027/71

DUCHESS VISITS LONDON



When the Duchess of Gloucester visited H.M.S. London at Portsmouth in October to continue ties with the ship she launched in 1961, she presented the Bulawayo Cup — the Fleet exped. trophy — to a team from the guided missile destroyer.

Members of the successful team were OEA2 John Scotton (leader), RO3 Malcolm Findlay, RO2 James Beggs, RO2 Thomas Donoghue, RO2 Alan Wheeler and MEA(P) Alan Tuttlebury.

While the ship was at Gibraltar they took the ferry to Tangier and camped at Rabat, Casablanca, Marakesh and Fez, travelling by hired car. With excellent weather and only one puncture, the trip was a great success, Marakesh proving highspot of an enterprising and well-organized journey which gained them the trophy for the period ended in June.

During her visit to the London, the Duchess toured the ship, accompanied

by the commanding officer (Capt. R. S. Forrest) and met members of the ship's company. She visited the senior rates' mess and the wardroom, and lunched with the Flag Officer Flotillas Western Fleet (Rear-Admiral A. M. Power).

In the picture the Duchess presents the Bulawayo trophy to OEA John Scotton, while seen looking on are three more members of the successful team — RO Malcolm Findlay, RO Thomas Donoghue, and MEA(P) Alan Tuttlebury.

HAIL AND FAREWELL



'Mini fleet' heads home



Leaving H.M.S. Tamar's basin in readiness for the departing minehunters' steampast in H.M.S. Bossington, paying-off pennant flying.

Meanwhile, "big brother" H.M.S. Albion, on a 10-day call at the colony, keeps an eye on matters.

They were followed by H.M.S. Kirkliston, which, with the Sheraton, will be taking the same homeward passage early next year.

With the Kirkliston as their guide, the departing ships, paying-off pennants flying, began a ceremonial steampast, each receiving a salute and farewell wave of the cap from the Commodore - in - Charge Hong Kong, Commodore R. E. S. Wykes-Sneyd. At the same time three R.A.F. helicopters from 28 Squadron R.A.F. Kai Tak flew past.

The "change over" began a couple of weeks earlier when the patrol ships Yarnton and Beachampton arrived in Hong Kong. Both had until recently been stationed at Bahrain, and had sailed to the colony via Bombay, Goa, Colombo and Singapore.

A further three patrol ships are scheduled for Hong Kong early in 1972.

All the way from the Persian Gulf to China only be stopped within sight of "home" by a red flag — what a fate for H.M.S. Yarnton in this computerized age!

Arriving in Hong Kong to join the resident Dragon Squadron, the Yarnton was preceded into H.M.S. Tamar's basin by sister ship H.M.S. Beachampton and it was while the leading ship was coming alongside that the Yarnton received the red flag to lay off.

After a delay of a few days while Typhoon Della by-passed the colony, Hong Kong said a wet and sad — but enthusiastic — farewell to three minehunters of the resident Dragon Squadron as they set off on a 16,000-mile voyage which will see them back in England in time for Christmas.

For H.M. ships Bossington, Hubberston and Maxton it marked the end of a five-year tour in the Far East, first based in Singapore and since 1969 as part of Hong Kong's 6th Mine Countermeasures Squadron.

Their 80-day journey home will be among the longest undertaken by ships of this

size, which are designed as coastal craft. However, the minehunters have good sea-going capability and the ships' companies have the incentive of Christmas at home to speed them on their way.

POLICE BAND

H.M.S. Tamar arranged an impressive send-off for the trio, but unfortunately the weather failed to comply.

As a last-minute measure the ships' companies of Tamar and of H.M. ships Yarnton,

Beachampton and Sheraton formed up along the corridor of the Administrative Block to make their farewells.

Watching, too, but not directly involved in the ceremony was H.M.S. Albion, which had arrived some 24 hours earlier on a ten-day call.

While the Band of the Royal Hong Kong Police played on the West Arm, the Maxton, Hubberston and Bossington in turn slipped their moorings in the basin and made to positions in Victoria Harbour.

TAKES TO THE ROAD

Southampton's Boat Show, in September, was the first event on the agenda for a new Fleet Air Arm mobile exhibition stand designed and supervised by PO J. McCordle.

The stand, which was officially handed over to PO McCordle by Capt. J. S. Bryson, commanding officer of H.M.S. Daedalus, provides the fourth of the exhibition teams used to project the Fleet Air Arm image all over Britain.

Constructed at R.N. Aircraft Yard, Fleetlands, Gosport, it has two ship and ten aircraft models with F.A.A. photographs. PO McCordle is assisted by REM(A) Philip Gaden.

Helpful Hermione

H.M.S. Hermione, due home this month after escorting the Royal Yacht Britannia to Turkey, had an eventful time in September during guard ship duty at Gibraltar.

During a trial off the Rock she received a call for help from a Belgian liner, carrying 600 passengers, on fire off Malaga.

On arrival the Hermione found the fire under control and no further help required.

Six days later — while an instructional film about safety equipment was being shot on board — proceedings were inter-

rupted by a distress signal from a Liberian-registered ship, the MV Minilord.

She stated that she was 80 miles west of Gibraltar with her engines out of action, but the Hermione could find no trace of the Minilord in her reported position and it was six hours before she was located

by Lieut. Nick de Hartog in the Hermione's Wasp helicopter.

Mech.1 John Readyhough, MEM1 Ronald Yates and Mech.3 Robert Mackay discovered there was no hope for the Minilord's port main engine and concentrated on the starboard engine, which rumbled into life eight hours later with parts cannibalized from the port engine.

Leaking exhaust fumes spoiled the good work, however, and the Minilord was finally taken in tow to Cadiz, where tugs took over and the Hermione returned to Gibraltar.

DOLPHIN DENTAL WORK...

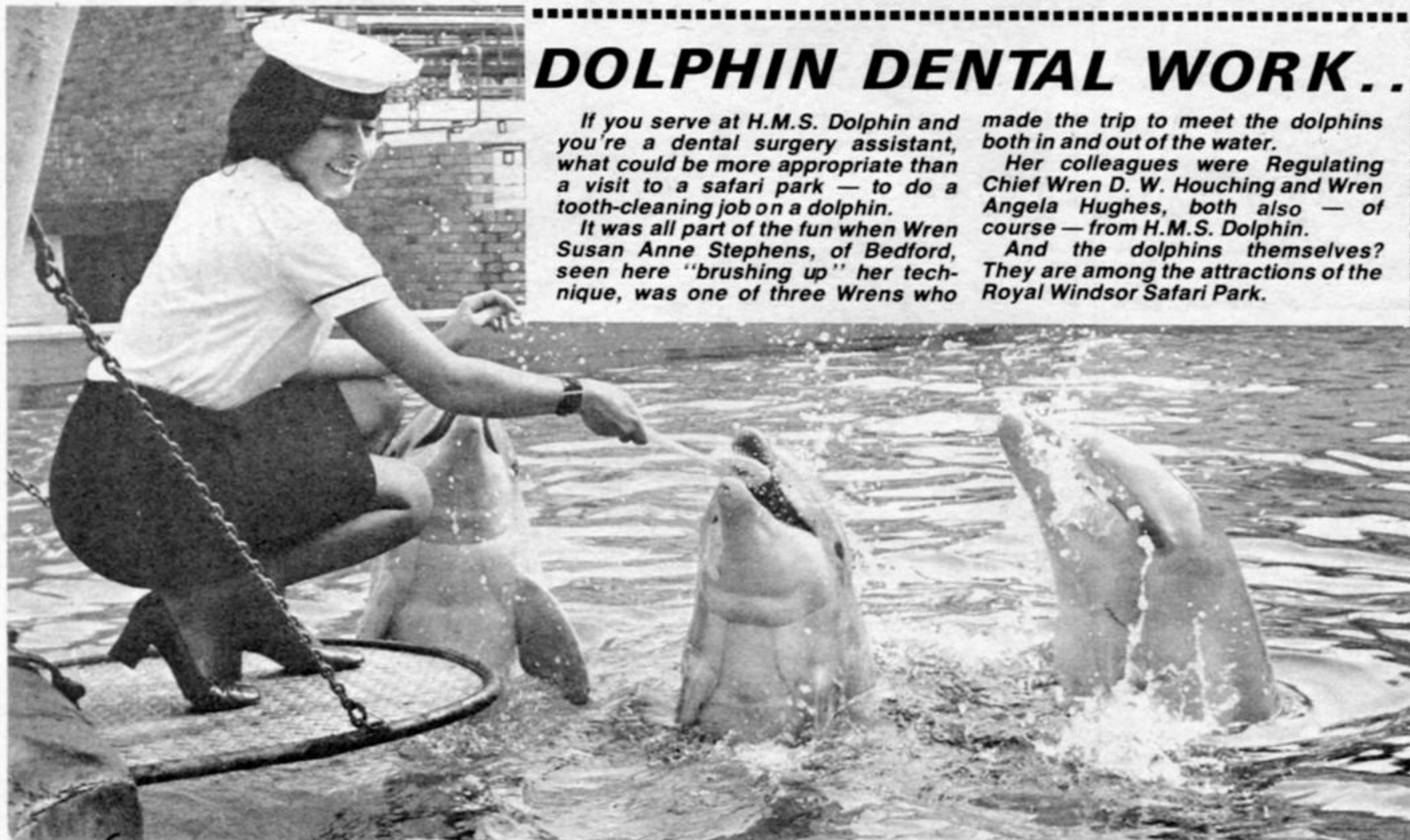
If you serve at H.M.S. Dolphin and you're a dental surgery assistant, what could be more appropriate than a visit to a safari park — to do a tooth-cleaning job on a dolphin.

It was all part of the fun when Wren Susan Anne Stephens, of Bedford, seen here "brushing up" her technique, was one of three Wrens who

made the trip to meet the dolphins both in and out of the water.

Her colleagues were Regulating Chief Wren D. W. Houching and Wren Angela Hughes, both also — of course — from H.M.S. Dolphin.

And the dolphins themselves? They are among the attractions of the Royal Windsor Safari Park.



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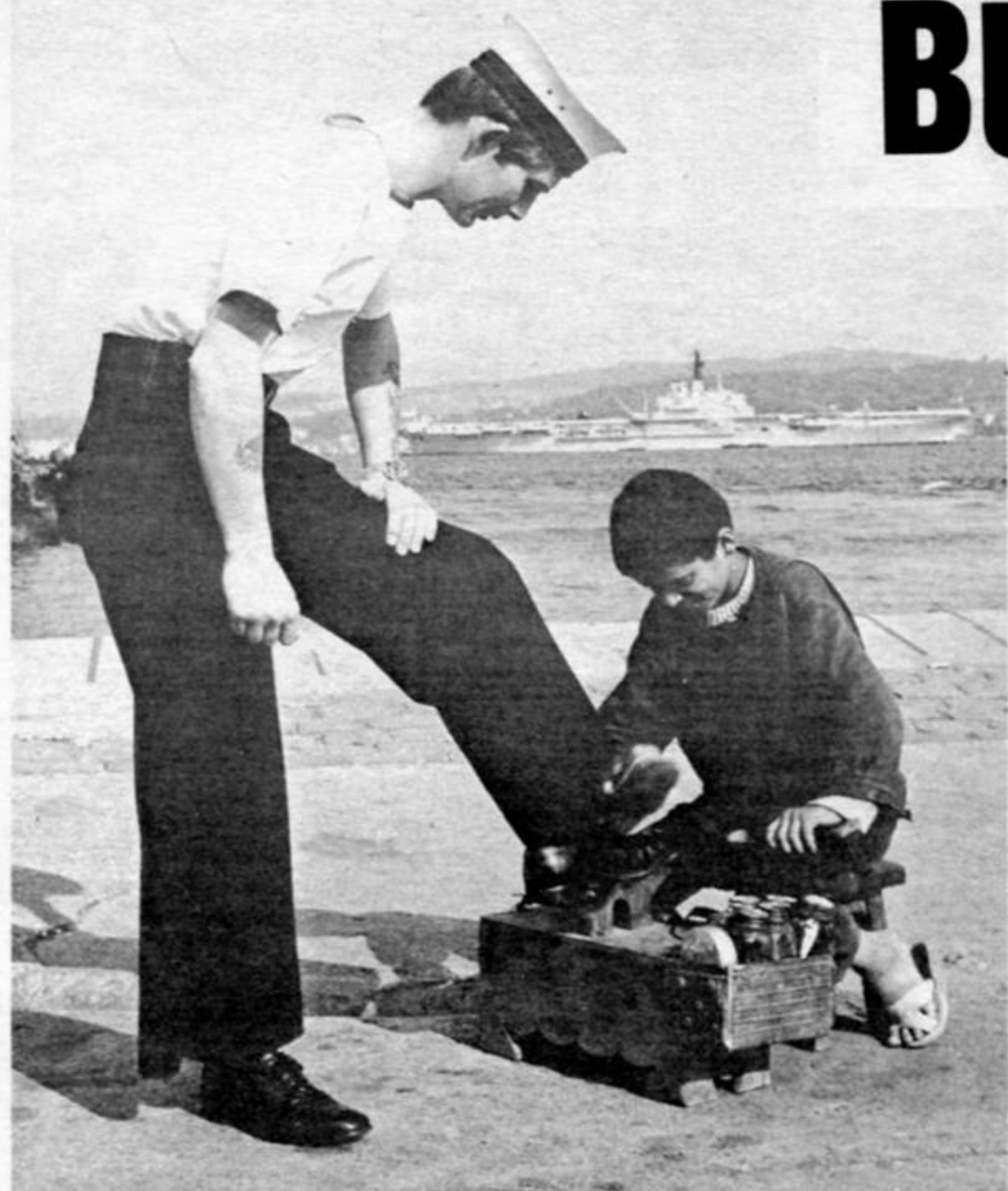
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BULWARK IN TOURIST THROG



When H.M.S. Bulwark visited Istanbul as an interlude before starting an intensive exercise period, main features were sightseeing and sporting fixtures with the local British community.

Many of the ship's company joined the thousands of tourists who throng Istanbul and, judging by the number of suede and sheepskin coats, alabaster pots and other local specialities seen being carried on board, there must have been quite a few rabbit runs as well — not to mention all the "knocker balls" now seen and heard around the ship.

On the sporting scene the Bulwark 2nd XI beat the British Consulate staff 5-2 at soccer and the ship's team won a cricket match by five wickets (the matting on packed earth proved "interesting," reports the players). The ship also won the squash — by 3 games to nil — but lost at golf.

Sporting highlight of the visit was a soccer match against oil company staff played in a fine stadium and won by Bulwark 3-1.

Another method of relaxation for members of the ship's company has been in preparing for a kite flying competition, and some weird and wonderful contraptions have appeared.

● Left, shoeshine at Dolmabache jetty — with the ship in the background. Right, a souvenir picture of Istanbul for the folks back home.



TITTLE-TATTLE

"What's this about pin-ups being posted on boards at shore establishments, and not inside

locker lids," said an inquiry to Navy News.

On investigating the source of the "order," it was ascertained that it did not originate at Pompey.

"Perhaps," said an authoritative and reliable source, "it was one of those lesser places."

Fox finds 'draughty' routes

H.M.S. Fox was returning to Devonport in October for refit after seven months of surveys in the southern North Sea.

She operated over an area from the Sandettie to the Outer Gabbard banks, including present traffic separation routes, much of the work being in connection with proposed deep draught tanker routes.

About 380 square miles were sounded before the area was swept by Sonar. Some parts were more closely investigated and 24 wrecks examined by echo sounder and Sonar, the more dangerous being swept by wire drift sweep to obtain least depth over them.

Official visits were paid to Aabenraa in Denmark and London, and other visits to Lowestoft, Chatham and Harwich.

Sister ship H.M.S. Fawn and ships of the Royal Netherlands Navy have also been engaged on the survey.

The training ship Mercury has been handed over by the Royal Navy to the Trustees of the Maritime Trust for restoration and preservation as a superb example of a warship of the second half of the 19th century, when sail gave way to steam.

Built at Sheerness and launched in 1878 as H.M.S. Gannet, she is an oak-hulled iron-framed Bird class frigate. She saw service on the Pacific and Mediterranean stations, and in 1888 took part in the defence of Suakin on the Red Sea.

Renamed H.M.S. President in 1903, she was berthed in the West India Docks as headquarters of

MERCURY MOVES ON

the Royal Naval Reserve. In 1911 she was renamed Mercury and lent to the Mercury Training school on the Hamble River for use as a training ship.

The Maritime Trust arranged for the Mercury to be towed from Portsmouth on October 6, and at Southampton she is being berthed at Vosper Thornycroft's repair yard until the Trust is able to start her restoration.

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DON'T BE BAMBOOZLED...



So what's this then . . . a market bazaar . . . some new form of Chinese pagoda?

If you guessed there was a touch of the "far flung" about it you would be right, because it is, in fact, H.M.S. Sherraton — sometimes known as the "Shiny Sherry" — undergoing refit by the Hong Kong and Whampoa Dock Company, Ltd.

The large bamboo structure supports a light alloy roofing which protects the new decking

with which the ship is being fitted.

Typhoon Rose — Black Rose as she has become known in Hong Kong — caused collapse of the roof, but this was soon put right.

While other ships of the Dragon Squadron were hitting the headlines rescuing survivors from ships stranded by the typhoon, Sherry's deck was gradually filling with water and the unserviceability of the pumps in the dockyard, caused by a major power failure, gave those concerned for the ship's welfare no little anxiety.

Church and Navy in unison

"It was never like this in the 'Sound of Music'." Thus, with a droll sense of humour, a nun summed up her visit to the Royal Navy at Portland.

It was a clue to the friendly informality in which Church and Navy entered into a world-wide Church Week from October 6 to 13, planned as the biggest ever evangelistic renewal of its kind.

Under the "Navy Pray" slogan, special services, discussions, exhibitions, recitals, film shows and many other activities in establishments and ships formed a big programme of religious and social events, and community help.

Its aim was to help answer the question: What is the true relevance of the Faith to the Service of the 70's?

During that week — organized by Royal Navy chaplains — bishops (some of whom were former Royal Navy men) and other leading churchmen preached, and teams which included Franciscan friars, nuns and Church Army layreaders were deployed around the Navy.

A contribution from Portland illustrates how one establishment marked Church Week when two sisters of the Deaconess Community of St Andrew, Notting Hill, London, and three friars from the Society of St Francis visited ships and establishments within the command of the Flag Officer Sea Training (Rear-Admiral E. G. N. Mansfield).

... GOOD NEWS

Produce and gifts contributed for the Harvest Festival went to the Cheshire Home at Dorchester. H.M.S. Osprey Players presented the play "Outward Bound" to capacity houses. The Salvation Army pop group Good News (successors to the famous Joy Strings) gave a concert in the newly opened main dining hall.

Events in the Portsmouth area ranged from a performance of "Nelson's Mass" by a naval choir in Portsmouth Cathedral to a "pop" service at H.M.S. Vernon.

CHURCH AFLOAT

Two bishops and a dean visited ships in the Dockyard, the Bishop of Coventry (the Rt. Rev. Cuth-

BIRTHPLACE VISIT FOR DIOMEDE

The new Leander-class frigate H.M.S. Diomedé, having completed work-up at Portland, is now leader of the 3rd Frigate Squadron.

In October she returned to Glasgow, where she was built, for a two-day operational visit, giving the men of Yarrow (Shipbuilders), Ltd., a chance to see their product in action.

Steaming up-river she passed under the new Erskine Road bridge spanning the Clyde just west of Glasgow. The bridge was opened only a few months ago, and the Diomedé now lays claim to being the first warship to pass beneath it.



(Picture: Osprey Chief photographer Charles H. Thompson).

bert Bardsley) arriving at H.M.S. Vernon by barge and, later, addressing the ship's company as part of his day afloat.

One contribution to Church Week from H.M.S. Dolphin was the presentation by the Dolphin Players, under the direction of CRE Tony Miller, of "Christ in the Concrete City," a 20th-Century depiction of the Passion illustrating the misapplication of religion in everyday modern life.

Evidence that Church Week certainly covered the U.K. came from as far "flung" as Scotland and the West Country.

FLOODLIT

The new Faslane Base Church was floodlit for the week, and a full programme of religious and social events included a flower festival.

At Britannia Royal Naval College, Dartmouth, where "Songs of Praise" was broadcast, a visitor during Church Week was Brother John Charles, of the Society of St Francis formerly a university lecturer in America and Australia, and a bishop there and in Polynesia.

Among other West Country events, a harvest thanksgiving at the Royal Naval Engineering Col-

lege, Manadon, epitomized the role of the establishment with offerings taking the form of examples of its work.

As reported last month, the rundown in the Far East meant that Bahrain held its Church

Week events earlier than the Navy in the U.K.

All these events were just a small sample of what happened in a busy Church Week throughout the Navy.

Afterwards, the verdict was

that it had achieved a better understanding of the work of the Church and Christian Faith in relation to the Royal Navy, and the response to Church Week events had given a lot of encouragement to the chaplains and their congregations.



(Picture: Chief Airman Dave Morris)

You don't often find a nun among the patrons of a ratings' social club. But this picture illustrates the informal side of Church Week as Sister Mary Patricia, of the Community of the Holy Name, shares a drink and a yarn with AB John Abbis, of H.M.S. Diomedé, during a social evening in the Victory Club at R.N. Barracks, Portsmouth.

Visiting the Royal Navy at Portland (left), Sister Verity told a member of H.M.S. Londonderry's helicopter flight that, when she was a petty officer in the WRNS, the aircraft of the moment was the famous "stringbag" (Swordfish).

ARK DRAWS A SHADOW IN THE SKIES

Not for the first time, the Russians have been displaying a close interest in the activities of the 50,000-ton aircraft carrier, H.M.S. Ark Royal.

This time, her "attendant" was a Badger. That's the NATO code-name for the Tupolev bomber, TU-16.

The Ark Royal was taking part in Exercise Royal Knight in the Norwegian Sea.

She operated as part of the NATO Strike Fleet which included other British ships, as well as American, German, Dutch and Norwegian.

And, as our picture (below) shows, the Russian tracking techniques included the use of long range reconnaissance aircraft.

Earlier in September, two members of Parliament also arrived over the ship by air and had the opportunity for an even closer study of the Ark Royal.

Mr. P. H. B. Wall and Mr. J. A. D. Wilkinson arrived on September 20 in a Sea King helicopter from R.N. air station Lossiemouth, toured the ship and met members of the ship's company.

The Ark Royal left Rosyth early on October 6 to take part in Exercise Magic Sword for two days.

Admiral Sir Edward Ashmore, the new Commander-in-Chief Western Fleet, was flying his flag from the Ark Royal as the ship exercised in close liaison with the USS Independence.

On October 9 the ship arrived at Portsmouth for a three-week assisted maintenance period.

Hundreds of relatives and friends of the ship's company went on board when the carrier arrived in the Solent.

The Badger, impressively focused in an air-to-air picture over H.M.S. Ark Royal.



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RN
ROYAL NAVY

Manned by naval reservists from all over Britain, the little ships of the Fleet's biggest squadron — the 10th Mine Countermeasures Squadron of the Royal Naval Reserve — were based on Gibraltar for a month of mine warfare exercises in the Western Mediterranean.

'Civvy' sailors

by LAWRIE PHILLIPS

'storm' Gib!

The 550 "Saturday night sailors" manning the squadron's 11 coastal minesweepers for Exercise '71, the RNR's annual manoeuvres, were led by Rear-Admiral I. D. McLaughlin, the Admiral Commanding Reserves, flying his flag in the frigate H.M.S. Leopard, and later in H.M.S. Puma.

For many it was their first taste of life in Gibraltar, and the businessmen of Main Street did a brisk trade. The 'sweepers' were stacked with a wide range of "rabbits."

ENGINEER OFFICER

The ships' companies were exchanged after two weeks, relief crews being transported to the Med. by R.A.F. Air Support Command.

In command of the squadron for the first fortnight was Capt. R. O. Hann, RNR, commanding officer of the South Wales Division at Cardiff. In civilian life he is Borough Engineer of Cwmbran New Town in Monmouthshire.

Squadron Commander for phase two was Capt. Basil West, RNR, commanding officer of the London Division, who is managing director of the Automobile Association. Fingers were still crossed in eleven engine rooms for a trouble-free voyage, however, since Gibraltar is outside the range of existing AA patrols!

CASBAH SECRETS

The highlights of both phases were official visits to the Moroccan port of Tangier. During the two week-ends spent there the ships were besieged by Arab traders making the most of this appearance of the British "Sixth Fleet."

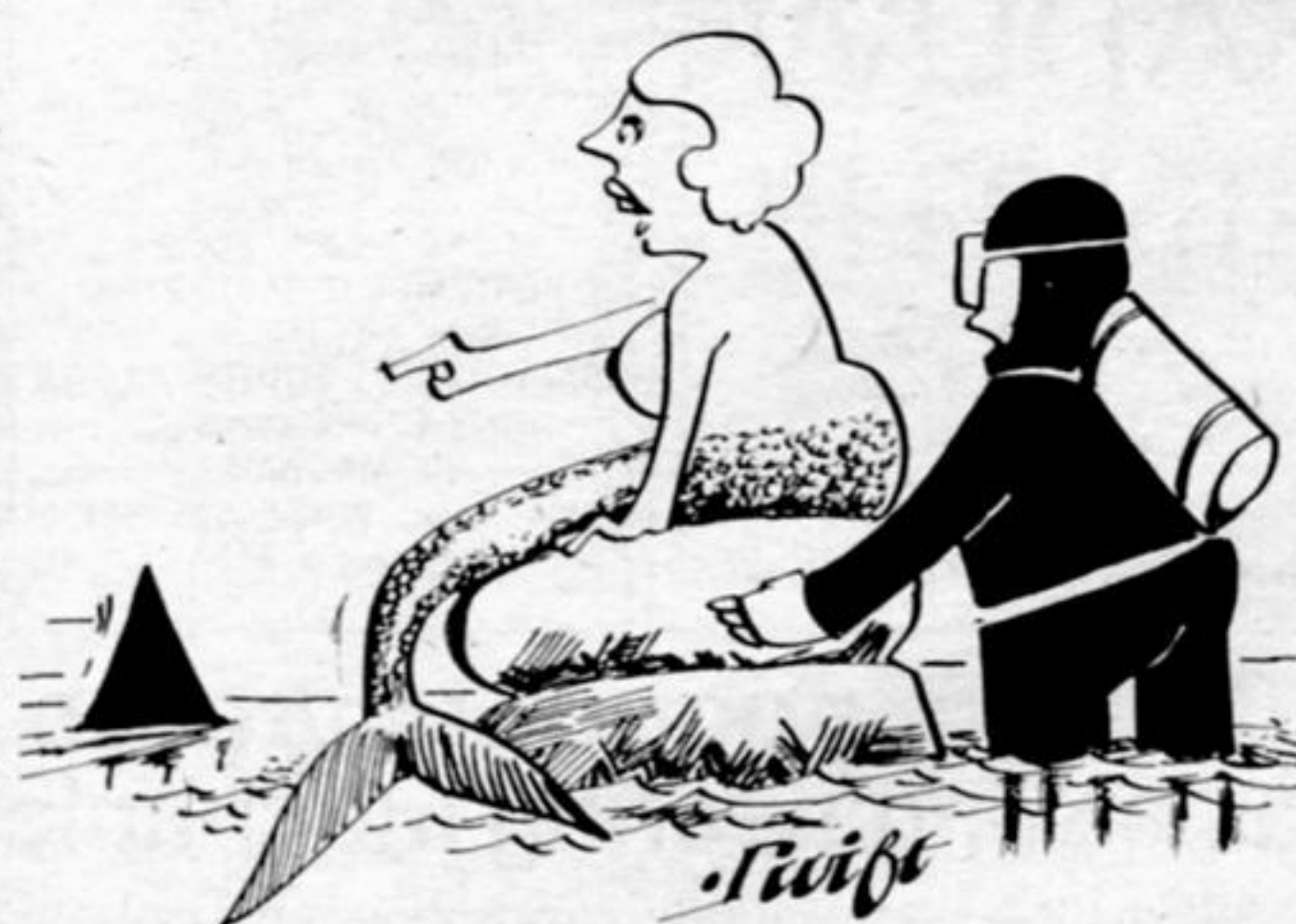
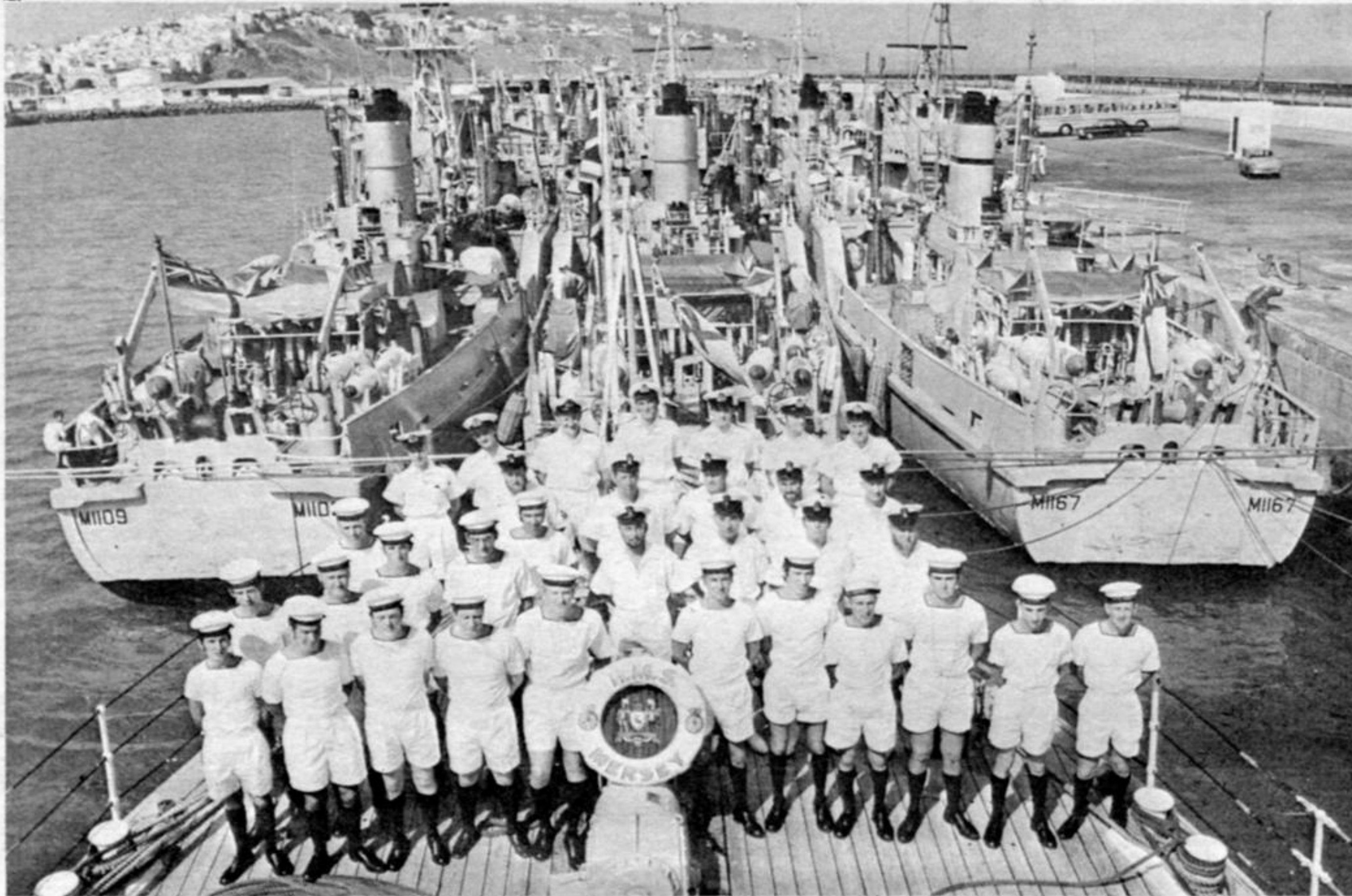
The mysterious Tangier Casbah unfolded its secrets to wandering bands of lads from Belfast and Glasgow, Liverpool and Newcastle, and the ships' companies had a memorable time ashore.

Twenty members of the WRNR were also flown to Gibraltar for degaussing training and to provide shore support services.

EXERCISES

As the squadron took advantage of this annual sea time to carry out intensive mine countermeasures exercises, the civilian sailors proved, once again, their professional expertise afloat, and dispelled any idea that the RNR is a maritime counterpart of Dad's Army!

The 10th Mine Countermeasures Squadron alongside in Tangier, and its all hands on deck for a photograph of men from H.M.S. Mersey with Tangier's famous Casbah on the hill in the background.



"Quick, hide. It's my husband."



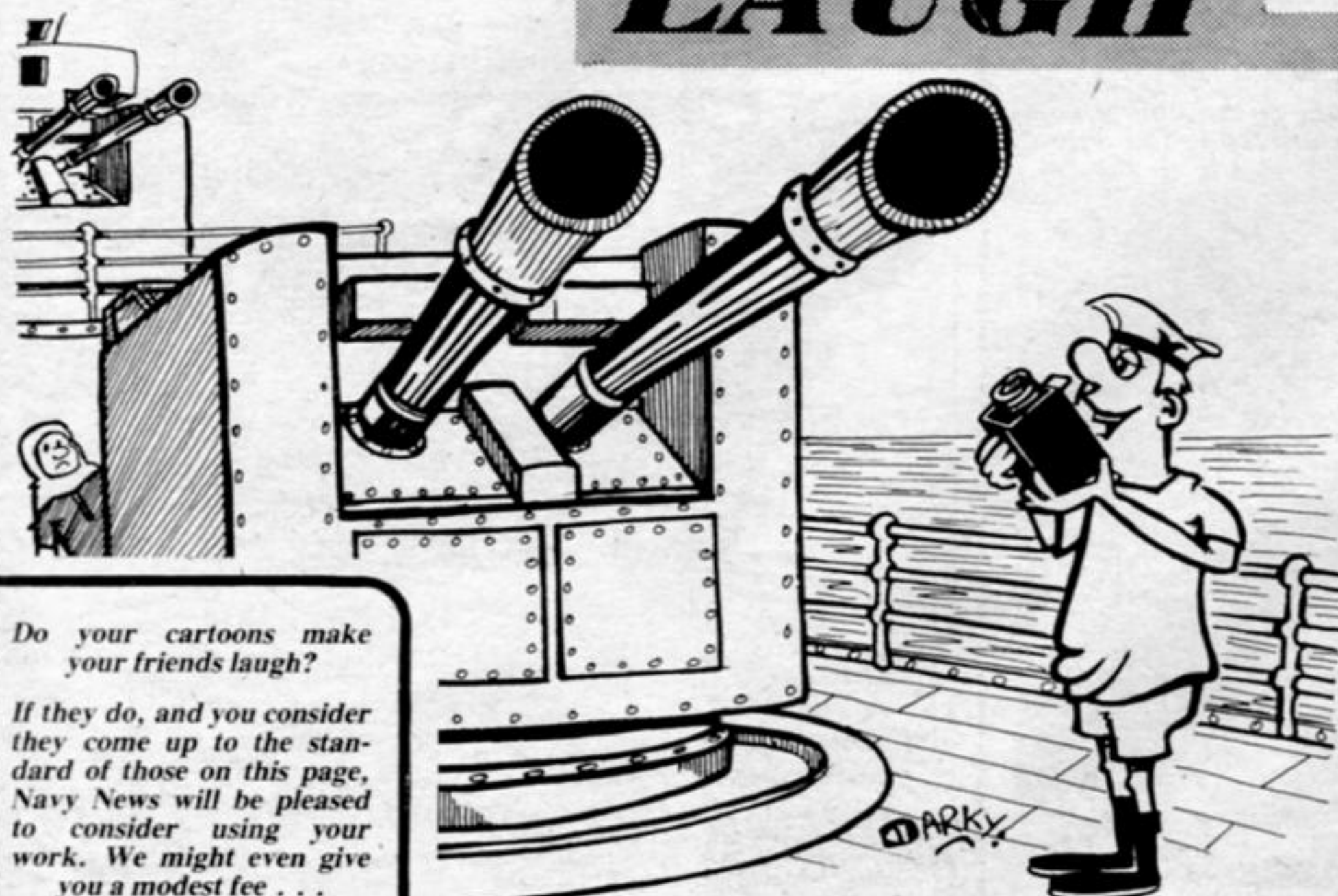
"Tuck your shirt in man, you're a disgrace to Her Majesty's uniform."



WARD

LAUGH

NAVY



Do your cartoons make your friends laugh?

If they do, and you consider they come up to the standard of those on this page, Navy News will be pleased to consider using your work. We might even give you a modest fee...

DARKY

"Course it's dangerous, but it'll be a great photo for my mum."



CLEW



"Sorry, wrong number."



— Top row (l. to r.):
CAF Ralph Copestake,
POREL David Bulmer,
JS Martin Pyke,
MEMI Christopher Gray,
CCY Leonard Slatter,
NA Fred McCulloch.

Below (l. to b.):
NA Phillip Needham,
LEM(A) Richard Collins,
LAM(O) Brian Forster.



Above: CA
David Mansley
Below: POEL (A)
Michael Lloyd



School that's all at sea!

In most schools at exam time up go the "Silence Exams in progress" notices and those pupils not sweating away over their applied maths papers or quadratic equations, creep about to avoid breaking their colleagues' concentration.

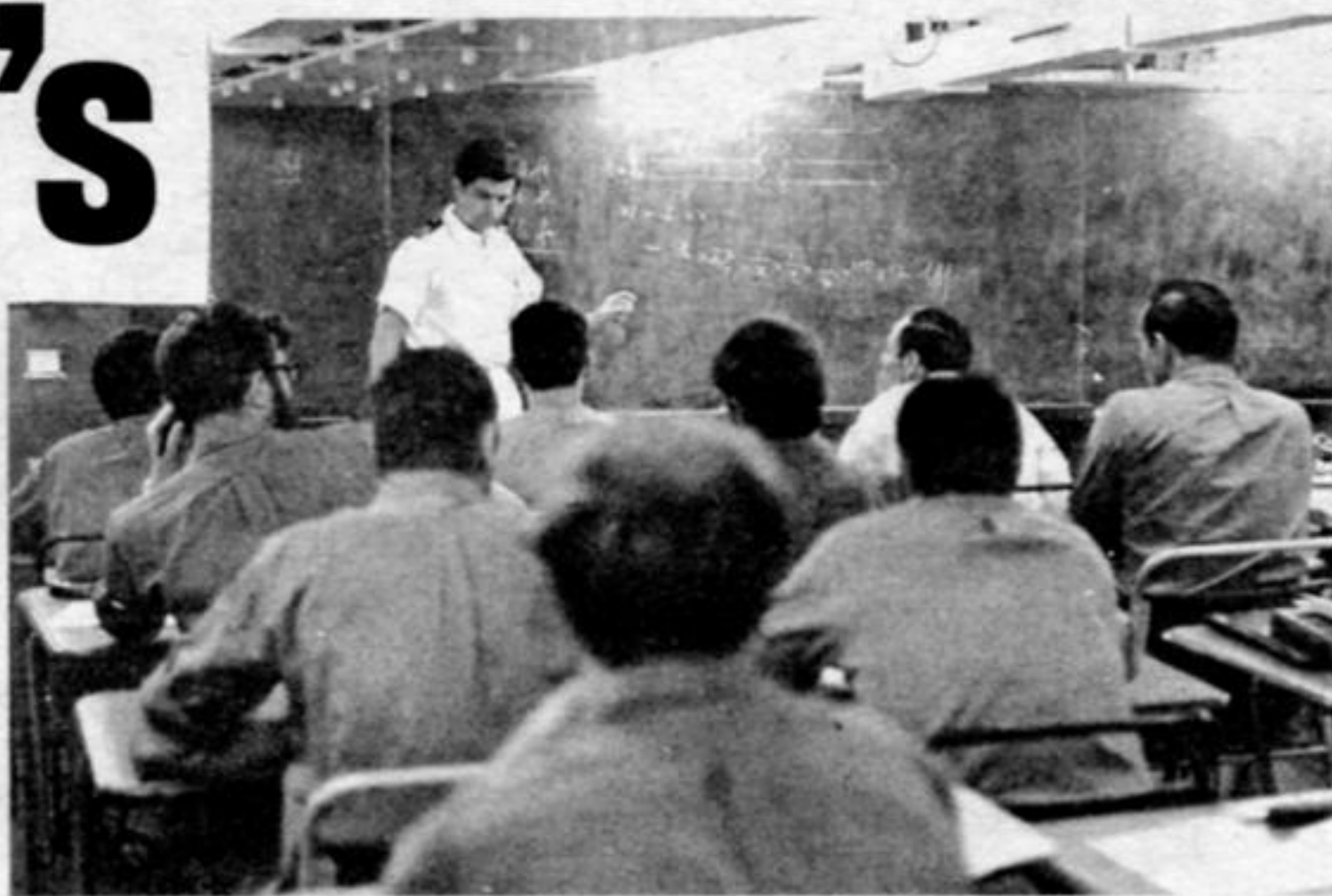
But in H.M.S. Eagle it's very different. For a start, the classroom is below the waterline up forward (as indicated by the hatched area in the picture) and only an inch of steel plate separates the candidates from the ocean.

And then there's the noise... the sloshing of the bow wave as the mighty carrier steams from Singapore to Hong Kong, and — with over 40 aircraft from four different squadrons on board — the thumping of the great steam launching catapult.

As no changes could be made to the ship's programme to make life a little easier for the students, most of the classes were held at sea. Which was a popular move anyway, as there's so much else to do in port!



'O' level hopefuls with a 'C' level classroom!



October 4-8 was "O' Level Week" for the 100 or so men in the Eagle class — and for their comrades throughout the Royal Navy.

Classes started in May when the ship sailed from Devonport for the Far East, and the subjects covered were English, maths, physics, mechanics, history, geography and navigation.

"ON LOCATION"

The Eagle had already visited Cape Town, Singapore, Sydney, Perth and Wellington, so the geography candidates are expected to do particularly well!

What makes a man turn to study? The reasons range from "Well I did the work at school last year and never took the exam" to "I'm finding it difficult to do the kids' homework."

Most men, whether still in their teens or over 40, have an eye to the future and appreciate the worth of this self-improvement, even though it means six months of hard graft in their spare time.



Bottom row (l. to r.):
NAM Gordon Reynolds,
LSA Stuart Bailey,
PO Jack Hayman,
CMEM Terence Terry.



Eagle birds

together

"Miss Eagle" — Denise Ridley, of Perth — is seen above admiring a "rival" for her title, a wedge-tailed eagle presented to the carrier by Perth Zoo.

The bird (feathered variety!) could not travel back to U.K. in H.M.S. Eagle, so the ship's company raised the air fare by subscription. Its new home will be in Paignton Zoo, Devon.

Miss Ridley was on the scene too when PO Jim Wilson, of Elgin, received his prize as the winner of a raffle which raised £200 for the Spastic Children of Western Australia.

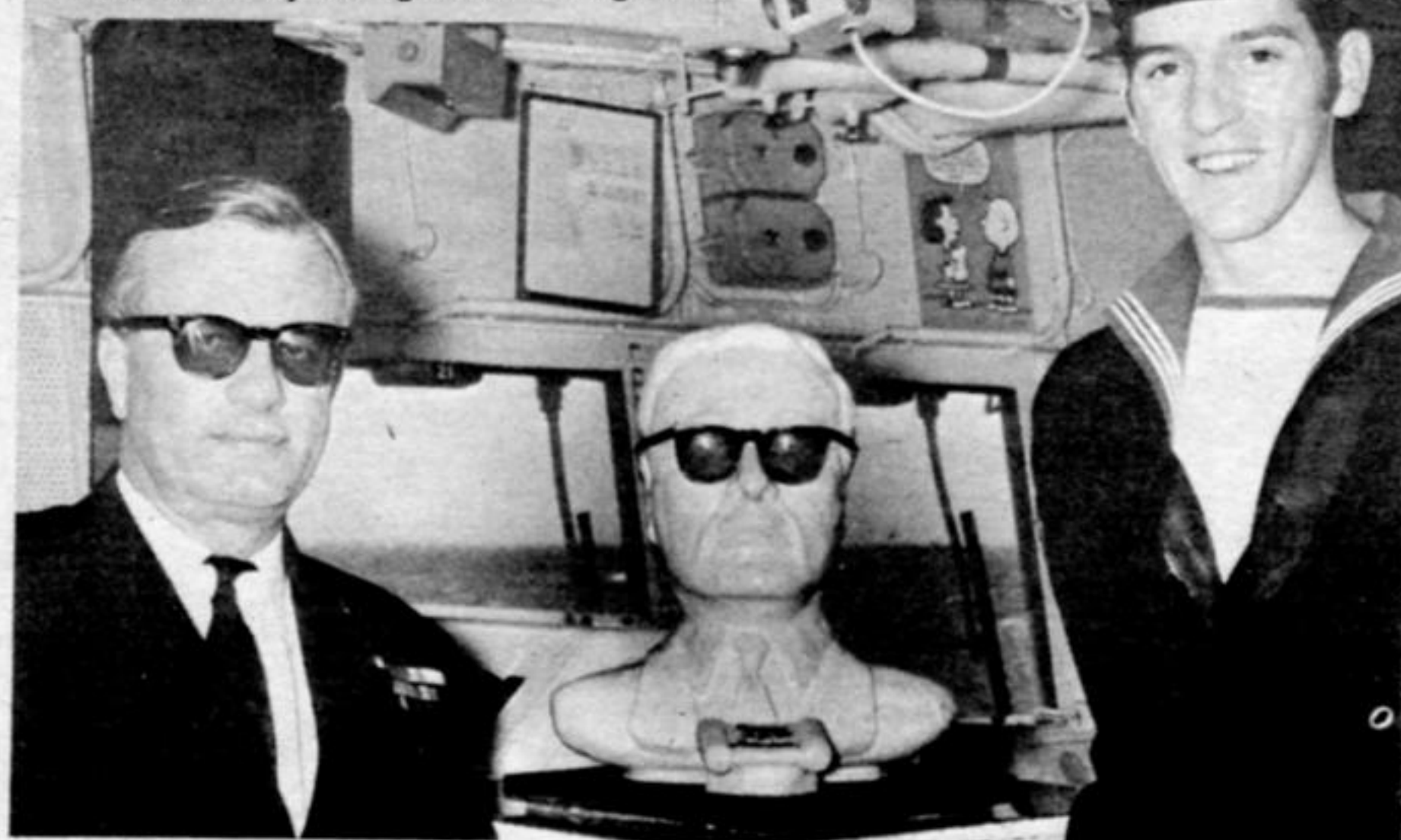
ECHO OF THE CAPTAIN?

Take a huge block of margarine, two photographs, and about ten hours of your time, and what have you got?

Well, if you are as artistic as Leading Cook Mal Harper it could be a lifesize bust of your commanding officer, in this case, Capt. I. G. W. Robertson, of H.M.S. Eagle.

Mal's efforts produced a bust which even Capt. Robertson's friends at the Ministry of Defence confessed they had difficulty telling from the original!

The copy and the captain were offered to the camera's critical eye when the Eagle was carrying out exercises off Western Australia.



How's this for a picture symbolizing H.M.S. Eagle's happy union with Australia! The Eagle entered Fremantle on September 9 for the last port call of her tour of the Antipodes, before sailing north to the tropics again.

During the visits to Sydney, Perth and Fremantle over 45,000 visitors went on board and several members of the crew looked up relatives and friends.

Their view of the tour? "Fair dinkum," of course...

Navy News

Editor:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel. Portsmouth 22351 (Ext. 872194)

Singapore's 'new look'

Until recent months, the Royal Navy's "tail" in Singapore was of a size calculated to arouse misgiving in the mind of the most ardent world role supporter, about the value for money, in defence terms, of our presence there.

Service views, privately expressed, have included the opinion that they were in some measure to blame for failing to cut back sharply the build-up created by Confrontation.

However, that is all "water under the bridge" now. There is no whoop of joy over the size of our naval contribution to the new defence arrangements, unless anyone truly believes that Britain has nothing to offer as a stabilizing presence in the world.

Brushing aside any pang about the past, it is consoling that Singapore's Prime Minister has ushered in the new era not only with a warm tribute for previous help, but a cheerful assessment of the value of the new joint Australian, New Zealand, and British organization.

WELL BALANCED

ANZUK certainly gives an impression of a purposeful force, fully integrated and well balanced.

If Mr. Lee Kuan Yew, as one most vitally concerned, seems happy about ANZUK, it is reasonable for everyone else to take a similarly optimistic look at future prospects.

An important factor is that Britain is "keeping the options open." While the "paper" force for ANZUK is modest, the opportunities are there for visiting ships on a scale which could give an entirely different aspect to ANZUK.

Much depends on how Russian activities increase, and on Britain's economic ability to sharpen her defensive teeth.

HEARTENING

An idea of the mood of the moment is the Government's decision to hasten the modernization of the Fleet with a £70m. three-year building programme.

Just as important as its effect on the "hardware" is the heartening feeling in the Navy that defence has ceased to be a dirty word.

ANZUK may not be as big as many would like, but it is a lot bigger than was at one time expected — and can be stepped up quickly if need be. Coupled with the naval building programme and other military strengthening, there is a new sense of sober acceptance of the need for the biggest defence "insurance" we can afford, and for making the best use of it.

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"Must you keep saying 'Somebody boobed when they thought of this,' Number One!"

Up north they go out and get 'em'

The public in general, and possibly the vast majority of serving Royal Navy and Royal Marines personnel, probably think that "joining up" consists merely of walking into a Careers Office, sitting the test, being interviewed and medically examined — and subsequently being slotted into a suitable branch.

While this might be the norm in many offices, it certainly isn't at Inverness, an office catering for a square mileage of 11,000 — comparable to the size of the whole of Wales and a fair slice of Cornwall.

The Inverness office has penned these thoughts on recruiting in the "Far North":

We in the north have to "go out and get 'em." This we do in many ways and by covering literally thousands of miles either by road, rail, sea and even air.

Our road excursions speak for themselves — visiting schools, putting on exhibitions and, in general, advertising the Navy and the Corps.

Remoteness

Because of the remoteness of some of the areas in which candidates live, it is cheaper, quicker and more expedient for us to go to them. For this purpose our J2 cinema van doubles as an exam room, complete with table, adequate light and warmth. If the candidate passes the preliminary tests he is then medically examined at R.N. air station Lossiemouth.

A number of candidates from the north of Scotland and the Outer Isles have entered the R.N. and R.M. without even seeing the inside — or the outside for that matter — of a Careers office.

Use of rail is often dictated by road conditions in winter, this

sometimes becoming necessary when paying routine visits to schools, careers officers, youth clubs, Sea Cadet units and the like.

Our sea trips take us to the more inaccessible islands of Barra and South and North Uist. For these journeys we gain the co-operation of the R.N.O. Aultbea (Loch Ewe) to obtain use of an M.F.V. In one week recently six far-flung schools were visited and some 600 boys contacted.

Air trips become necessary when visiting the Isle of Lewis and, in particular, Stornoway — a great time-saving method involving one-and-a-quarter hours

from office to destination, as opposed to 12 hours of combined rail / road / sea travel. It also cuts out the necessity for an overnight and invariably rough sea trip through the Minches on the return journey.

This mode of travel is also employed when school visiting and film showing as most schools hold their own cinema equipment.

Top priority

Our T.A. friends in Stornoway often help with transport, this again reducing the need to take a vehicle to get to the more remote junior secondary schools scattered throughout the island.

So you see, routine in the recruiting world is not as simple as it might at first appear — effort, and, above all, interest is all important.

The attitude of desk recruiting in such an office as this is simply not on. One must be prepared to sally forth into the remoteness of the Highlands and Islands, sow the seed and create an interest.

Yes, some would come anyway, but a lot wouldn't if it were not for visits by Youth Teams

from the R.N. and R.M., films and talks by careers advisers and a general mixing with the local people.

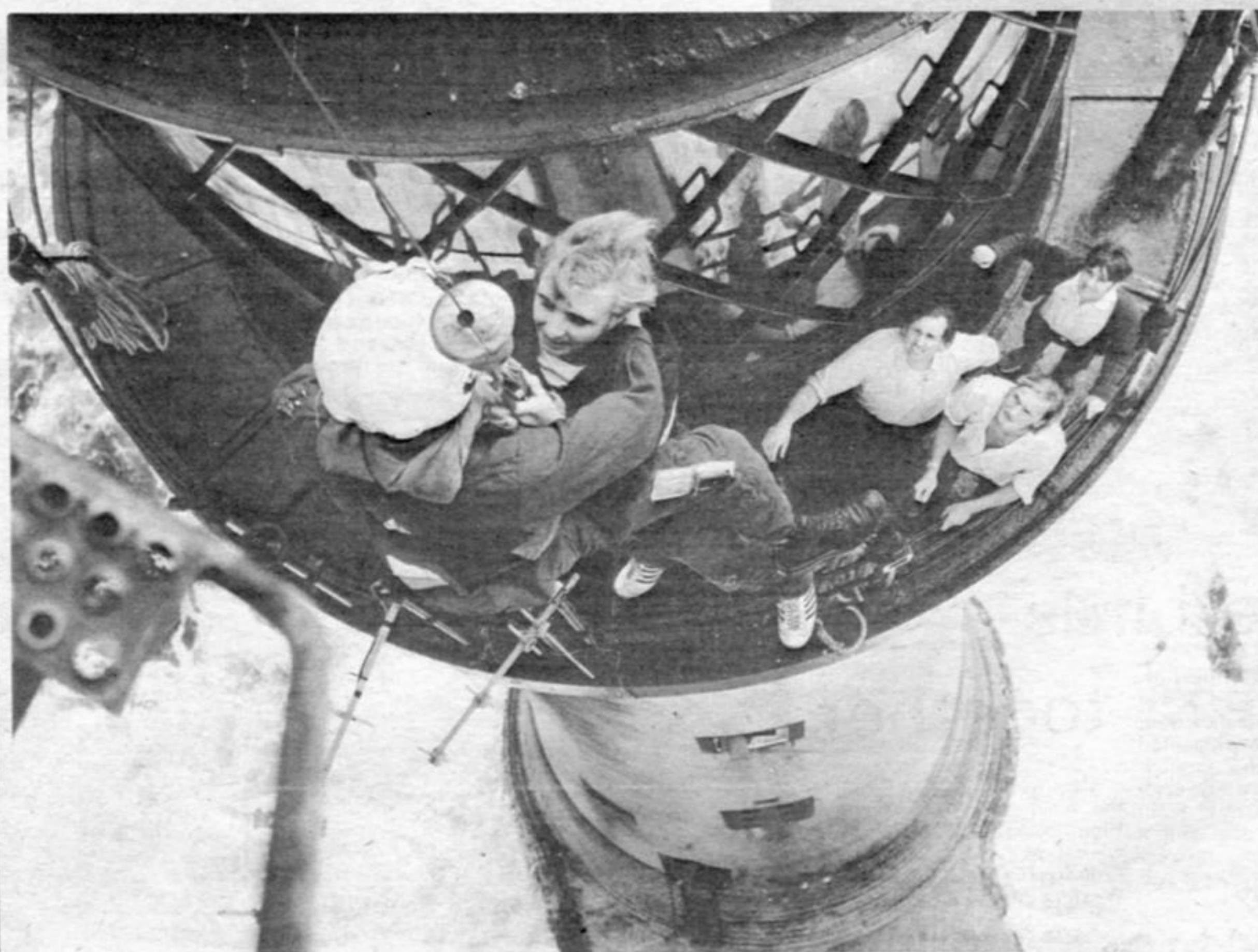
"Educating" headmasters, careers masters and careers officers is also important and winning them over is of top priority.

Spice of life

Parents in the north are, by their very nature, cautious, and a little wary of what we have to offer. Therefore the "article" has to be sold carefully, fully demonstrated and a guarantee given before that vital signature is obtained. However, the end product is invariably an excellent one, making all efforts very much worth while.

Variety is the spice of life and we in Inverness certainly get our share of both.

LIGHTHOUSE LIFT



As reported last month, rescue calls to helicopters at R.N. air station Culdrose are expected to reach a new record this year.

This spectacular "chopper's-eye" view of a mercy mission in progress catches the atmosphere of what the work is all about.

For those with their feet on the ground it's an unusual angle on a CASEVAC from Wolf Lighthouse by a S.A.R. Whirlwind 8 from Culdrose. The injured man, a 21-year-old lighthouse keeper, was flown to hospital at Penzance, and a relief keeper was winched down to the lighthouse.

All in a day's work for the chopper rescue specialists . . .

Blake shows flag in 'Frisco

**'GOLDEN'
GATEWAY
TO U.S.**

The Golden Gate Bridge made an impressive picture as the 12,000-ton helicopter cruiser, H.M.S. Blake, arrived at San Francisco for British Week, the biggest commercial and cultural event ever staged in the city by another nation.

It was a sight which the Blake's 800 officers and men were glad to see, having met hurricane Olivia on their way north from Acapulco. The ship had to alter course to avoid the centre of the storm, and was a day late arriving at San Francisco.

But the cruiser made an impressive impact on the American city as her 100-strong Royal Guard, with the Queen's Colour, paraded for Princess Alexandra before she officially opened the British Week at San Francisco City Hall.

It was one of the very rare occasions on which a British Royal Guard has paraded in the U.S.A. since the Declaration of Independence in 1776.

After the opening ceremony, the bands of the Royal Scots and Royal Artillery headed the Royal Guard on a two-mile march from the City Hall to Union Square, the city centre where most of the British Week activities were to take place.

Later in the evening a reception was held on board the Blake for 300 people concerned with the promotion.

During British Week, officers and men from the Blake were to act as hosts and guides for the Americans, and take part in many of the events.



Official photograph, U.S. Navy

H.M.S. Blake sails in against the background of San Francisco's impressive skyline.

THE ROYAL GUARD

The Blake's Royal Guard, with the Queen's Colour, makes a stirring sight on its San Francisco City centre parade.



The visit of H.M.S. Blake to San Francisco for British Week will be long remembered by the ship's company. As the cruiser sailed under the Golden Gate Bridge to fire a national salute and a 13-gun salute to the senior officer at the Treasure Island naval base, few on board could have guessed the extent of the hospitality the Americans were to show.

PRINCESS ABOARD

The tremendous impact of British Week publicity, and the large U.K. "invasion," gave the sailor ashore a "star" quality.

The Blake took part in nearly every event of the week, supplying guides in stores and at the main exhibitions. Sailors also attended such events as the Highland Games and other specially organized British displays.

The day after the opening ceremony Princess Alexandra and the Hon. Angus Ogilvy toured the ship and had lunch on board.

VICTORY EXHIBITION

With regimental bands, London "bobbies" and buses, a Blackpool tram, a mock-Tudor pub, the Flying Scotsman, British goods in the stores, and British drama, music and other entertainment, the city certainly had a U.K. flavour. The exhibitions included one featuring a model of H.M.S. Victory and items from the Victory Museum at Portsmouth.

The Blake's chaplain, the Rev. D. Baxter,

-And Jack, as the guest 'star', gets a great welcome

preached at a Battle of Britain memorial service at the Grace Cathedral.

The American carrier, U.S.S. Ranger, was liaison ship, organizing coach tours and entertaining the Blake's officers and men to lunch several times.

One of the biggest events organized for the ship's company was a dance given by the British American club on October 6. About 450 attended from the Blake, and the success of the dance was enhanced by the fact that the men were outnumbered by the girls who were there in their hundreds.

12,000 VISITORS

Open on three days, the ship attracted 12,000 visitors. Special visitors ranged from the Minister of Trade and Industry (Mr. Michael Noble), the Lord Mayor of London (Sir Peter Studd), and Lord Gladwin, to film star Rex Harrison and his wife, models from an "In

Fashion" spectacular, and Miss London Stores (Penny Butler).

Capt. R. Butt, the commanding officer, and the youngest rating, JMEM Peter Page, aged 16½, attended a San Francisco Press Club dinner. After the captain was questioned about the visit, JMEM Page delighted the American Press with his answers to questions, particularly when he said that San Francisco was not as big as he expected.

GOOD SPORTS

The Blake's rugby, cricket and soccer teams were all in action, and the golfers secured a magnificent trophy in their match with the Ranger.

The Blake, flying Nelson's famous Trafalgar signal, was guardship for the Corinthian Yacht Club regatta, and, the next day, October 11, slipped out of San Francisco in fog, bound for San Diego.

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Singapore would like to record its recognition of what the British, Australians and New Zealanders have done. The continued existence, progress and prosperity of Singapore would never have been, but for them.

It is difficult to over-estimate the contribution the British Forces have made to the stability and security of the Malaysia-Singapore area. But for the forces of the Far East Command during the years of Confrontation, it would have been a very different South-East Asia, with a very different successor to the late Dr. Soekarno.

In comparison with the Far East Command, ANZUK is a modest task force, with a two-star commander to mark its different size and role, but it is still a significant naval and air presence, its credibility underlined by the presence of an ANZUK Brigade.

— Mr. Lee Kuan Yew, Prime Minister of Singapore.

Commands naval section



Commodore Clayden,

commander of the naval component of the ANZUK force, served as a junior rating in two battleships, the *Revenge* and *Nelson*, and as a petty officer in the Second World War Ark Royal, before being commissioned.

As a submariner he won the D.S.C. while serving in H.M.S. *Unruly*.

Until earlier this year he was commanding officer of H.M.S. *Dolphin* and Captain 1st Submarine Squadron.

FORCE'S FIRST SHIPS ARE NAMED

The first Royal Navy ships to be made available for duty with ANZUK are the frigates *Gurkha* and *Jaguar*, whose ships' companies are on General Service Commissions involving nine months away from the United Kingdom.

The two ships are included in the six destroyers or frigates maintained east of the Cape to meet such commitments as Hong Kong and the long-standing Beira patrol.

Regular visits by other units of the Fleet, almost certainly including big ships, will regularly add their training activities to the maritime strength.

Also available for initial duty with ANZUK are the R.A.N. destroyer escort *Swan*, and the R.N.Z.N. frigate *Otago*. The R.A.N. submarine *Ovens* is to join the force early next year.

Commodore Stanley Clayden, of the Royal Navy, a submariner and former Naval Attaché at The Hague, is the senior officer of ANZUK's naval component, which will make use of the Naval Base stores basin and nearby stores complex.

Colour coming home



ANZUK



A centre of activity for the Fleet in the the Naval Base, pictured here again Singapore se
It may not be quite as busy in the future ANZUK force, and by visiting ships of

Ceremonial for a moment history

Raising of the flag of Rear-Admiral David Wells, of the Royal Australian Navy, as the first commander of the new ANZUK on November 1, marked the end of a century-and-a-half in which (under various titles) there had been a Royal Navy Commander in the Far East.

Last holder of the historic appointment was Rear-Admiral Tony Troup.

Admiral Wells is working from the offices vacated in the Naval Base, with his Chief of Staff initially a New Zealander, and the commanders of his naval and military forces British. An Australian air commodore will have command on the air side, and an Australian Army officer is controlling a support group.

On October 1, while the Royal Naval Barracks were still H.M.S. *Terror*, the Queen's Colour of the Far East Fleet was transferred to H.M.S. *Eagle* to be brought back to Britain, where it will be laid up in St Anne's Church, Portsmouth Dockyard.

Before the Colour was taken by ship's boat to the aircraft carrier, it was ceremonially "shown" to the Royal Guard mounted by the *Eagle* — a traditional ceremony allowing them to see the Colour they protect.

The Colour was taken to the Far East in H.M.S. *Diana* in 1956, and presented to the Fleet the following year by the Governor of Singapore, Sir Robert Black.

Part of the traditional ceremonial at Singapore when the Queen's Colour was "shown" to the Royal Guard mounted by H.M.S. *Eagle*, before being taken to the carrier for transportation to the U.K. It will be laid up at Portsmouth.

The Far East Naval Command ceased to exist at midnight on Sunday, October 31. At sunset on that day, the flag of Admiral Troup had been lowered at his headquarters in the Naval Base — the last of 69 flag officers who had exercised command since the first was appointed in 1816.

The final ceremonial included a review of the Far East Fleet on Sunday, October 31 (not October 30 as previously reported), when a score of ships led by Rear-Admiral D. Williams in the guided-missile destroyer *Glamorgan* steamed past the Commander-in-Chief (Air Chief Marshal Sir Brian Burnett) and Admiral Troup embarked in a Royal Fleet Auxiliary landing ship.

K WELD

Far East combined op. 'under new management'

When sailors at Singapore pour ashore from our Far East ships and from visiting units in the future, they will find that the Royal Navy is still very much in the defence business there — but on a "family" basis instead of a single force.

The Naval Base administration block will still administer, accommodation will continue at the former Royal Naval Barracks, and all the sporting, recreational and club facilities in Terror will be available.

Up on the hill, the magnificent Royal Sailors' Rest with its well-known swimming pool is to remain open, and three-quarters of the married quarters in the old Base limits will house families.

But instead of Royal Navy, the uniforms will be largely those of the Commonwealth family "down under."

Unique venture

When Jack hails a taxi for "Terror" the driver will still understand, but the sentry at the gate could well be an Australian Army man.

Within the same surroundings, and within the historic partnership, has emerged a unique venture in Commonwealth military co-operation.

The Australian, New Zealand and United Kingdom Command — ANZUK — has in the briefest time welded the ships, soldiers, and aircraft of three nations into a balanced and integrated force as a positive on-the-spot contribution under the Five Power defence arrangements for Singapore and Malaysia.

There has been a tremendous and complicated moving out and moving in, requiring the solving of many problems associated with functioning from the territory of a fourth Commonwealth country.

Three partners

Instead of mainly U.K. uniforms there will now be the three Services of the three partners, operating "under new management" on sites familiar to generations of Royal Navy men and families.

Nearly 5,000 Australian, New Zealand and British sailors, soldiers, and airmen form the new force ashore in Singapore, with another 2,500 afloat. They occupy about one-fifth of the land used before the release of the bases.

Although this forms a drastic reduction from the previous strength of about 60,000, the Ministry of Defence has always

Far East is the stores basin at inst the lush greenery of the scene. ure, but will still be used by the Britain and her sister nations.

Representatives of the new ANZUK naval force sightseeing (below) in Singapore's Tiger Balm Gardens. They are (left to right): Leading Mechanical Engineer David Westwood (25), serving in H.M.S. Jaguar, and hailing from Longbridge, Birmingham; Leading Writer Bruce Pollock (24), Royal Australian Navy; and Able Signalman Barry Jordan (20), Royal New Zealand Navy.



Serving together in the ANZUK garrison hospital in Terror Barracks, Singapore, are (left to right): Lieut. Wendy Paxton, Royal Australian Army Nursing Corps; Sister Michelle Dawson, Royal New Zealand Nursing Corps; and Senior Nursing Sister Sconadh Skinner, from Wallington (Surrey), Queen Alexandra's Royal Naval Nursing Service.

Sisterly occasion



HERE'S THE LINE-UP

... of the ANZUK forces: SEA

Two R.N. destroyers or frigates (part of the force of six ships to be operated east of the Cape), one R.A.N. destroyer escort or frigate, and one R.N.Z.N. frigate. A submarine, R.N. or R.A.N., on a rotational basis, will also be made available.

LAND

The 28 ANZUK Brigade will consist of the 1st Battalion, Royal New Zealand Infantry Regiment; 6th Battalion Royal Australian Regiment; and 1st Battalion, Royal Highland Fusiliers. There will be artillery, engineer, signal, and aviation support.

AIR

Whirlwind helicopters and Shackleton (later Nimrod) maritime reconnaissance aircraft of the R.A.F., Bristol freighters and Iriquois helicopters of the R.N.Z.A.F., and Mirage fighters of the R.A.A.F.

emphasized that Singapore will figure prominently on the visiting list of the Royal Navy, so that the maritime "presence" is likely to be much larger than the force on paper.

As thousands of British Service men and families have climbed into the R.A.F.'s VC 10 jet airliners for repatriation, the build-up of ANZUK has proceeded.

Only about 100 Royal Navy officers and men remain ashore under the new arrangements. Most of them will be employed on Fleet Maintenance work and on communications, with others attached to force headquarters, port administration and medical units.

There will be a small civilian manned R.N. stores and transport organization.

Ceremonial to mark the change-over has momentarily aroused some sadness and nostalgia, but working on the future has left little time to ponder on the past.

These are days of hard thinking and economic realism, with every reason to believe that the combined force will make a vital contribution to the peace and stability of the region.

'All yours, Cobber'



British, Australian and New Zealand Service men now share guard duties at the Admiralty Road entrance to Terror Barracks — formerly H.M.S. Terror — part of the ANZUK Woodlands Garrison in Singapore.

A Royal navy rating turns over to a corporal in the Royal Australian Engineers.

Picture: A. R. Chadwick

Aggie the first pen -friend?

NEW ON THE BOOKSHELF

Tea, buns, religion, and the perils of Strong Drink are a smile in today's society, and it is difficult at first to shed the modern influence in reading Doris Gulliver's biography of Dame Agnes Weston (Phillimore and Co., Ltd., price £2.25).

Either the authoress herself possesses a deep faith, or has been influenced by her subject, for the writing has an inspired fervour which "Aggie" herself would undoubtedly have approved of.

But any condescension quickly fades in the absorbing tale of a remarkable woman's lifetime of devotion to the Royal Navy.

Happy accident

Aggie Weston is a name as well known in the Service as

HISTORY IN PICTURES

Volume II of Anthony Watts' *Pictorial History of the Royal Navy, 1880-1914* (Ian Allan, price £2.40) has obviously been a difficult task, in the absence of major conflict in the period and only the beginnings of popular photography.

However, although quiet from an action point of view, the years covered revolutionary developments leading to the naval might of the First World War.

The author has managed to gather 150 illustrations and concise text to continue his modest but useful series.

that of any admiral hero — the first woman to be buried with full naval honours — though today's young sailor in his lush barracks club-room can only imagine life a century ago.

"I doubt if any heathen sailor in any country or age ever comes up to ours for profound ignorance and barefaced shocking impiety," was one verdict, and upon the scene of liquor, vice, and starving families came society lady Miss Weston.

Strangely enough, her work for the Navy began in a way the modern Fleet would well understand. Like many a young fellow afloat today, a lonely sailor wanted a pen-friend, and by happy accident was honoured by Miss Weston.

Dedication

Throughout her life, Miss Weston wrote thousands of letters, and continued her messages in the well-known magazine "Ashore and Afloat."

That, however, was only a gentle breeze compared with the force of her personality battling to provide a real "home" ashore as an alternative to the pub; looking after the families, comforting the bereaved, campaigning for widows — even setting up an

employment agency for pensioners.

She was devoted to the Bible-readings and the hymns, of course, but never hesitated to save a drunken sailor from the Patrol. Her life was a total dedication to practical Christianity.

Once asked if she were to begin all over again would she start as she had done before, she answered: "Very probably in this 20th Century it would be the last way of beginning a work for God in the Navy — the old order changeth yielding place to

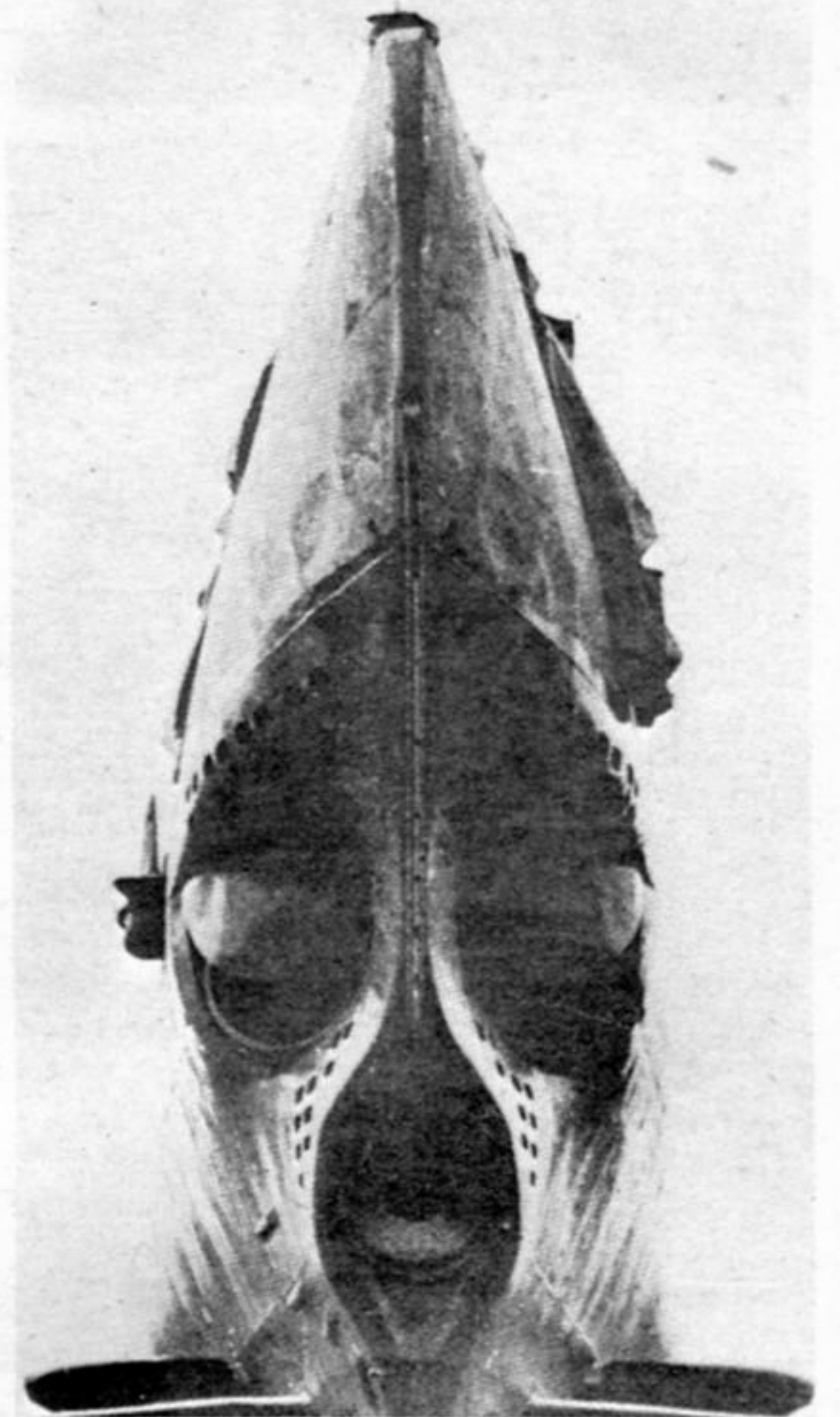
new, but it was all very different then, and that is the way my work commenced."

No Chatham?

The reader may be struck by the fact that although the book mentions Portsmouth, Devonport, and then Weymouth, Londonderry and even Singapore — Chatham might never have existed. If there is any reason, it is not explained.

This is authoress Mrs. Gulliver's first biography, and if "men are as important as ships" has any meaning, then the book justifies an honoured place among naval writings.

Most people would regard a submarine's appearance as somewhat forbidding and ominous, and the photographer has vividly captured the "monster" image in this shot of the bow of the German U61.



RELIVING THE WAR

If the flow of books reflects the appetite of readers there is an insatiable demand, in the absence of war, to re-live all the horrors and dramas of the conflict which ended nearly 30 years ago.

Of all the weapons of destruction, the U-boat on two occasions came nearer than any other to bringing Britain to her knees, and those who lived in the years when the "wolf packs" ranged for prey fell easily into an abiding hate.

Bravery

A good deal has been made available of the other side of the coin — the bravery of the German submariners, their appalling losses, and a putting right of the record concerning their humanity.

U-Boats in Action, 1939-1945, by Bodo

Herzog (Ian Allan, price £4.50), containing both German and English text in support of a unique collection of 450 dramatic photographs.

Cold statistics of the war at sea are gripping enough, but these pictures turn figures into real people as they highlight the hopes and disasters of the enemy crews.

Trevor Constable has produced *Hidden Heroes* (Arthur Barker, price £2.40) from episodes of both the last war and the previous one.

Some of the incidents are well known — the epic of H.M.S. Glow-worm and the adventures of the Long Range Desert Group in North Africa for instance — but as with the U-boats it is acceptable now to recall also the courage and heroism on the other side.

Many will be able to read for the first time of the astonishingly successful action by a

German commerce raider against a fully worked-up Australian cruiser.

Savage story

Two of the latest war books are re-issues. A. V. Sellwood's *Stand By To Die* (White Lion Publishers, Ltd., price £1.60) appears again after an absence of ten years to re-tell the savage story of a tiny converted merchantman which after the fall of Singapore, sailed into a protected Japanese convoy armed only with a four-inch gun.

A stirring, unbelievable action by "the most decorated small ship in the Navy."

In view of recent controversy this would also appear to be an appropriate time for a popular edition of Vice-Admiral B. B. Schofield's *The Russian Convoys*, now made available as an illustrated paperback by Pan Books (price 35p).

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LI

NEW ANGLE ON PHOTOGRAPHY

Having bought a spanking camera, most people then have the somewhat frustrating experience of there being nothing to point it at.

However, if subjects on land are somewhat played out, the world under the sea can be guaranteed to satisfy the curiosity of the most insatiable.

Now that the hobby is within the reach of amateurs, *Underwater Photography*, by Derek Townsend (George Allen and Unwin, Ltd., price £2.10) comes at a timely moment to guide the beginner.

With book and camera — all you need then is a ticket to the sunny Med!

Such is the quality of printing and colour illustration nowadays that many books seem to be designed more for the enthusiast to drool over than read.

A volume of this kind is *A History of Seamanship* by Douglas Phillips-Birt (George Allen and Unwin, Ltd., price £4.75).

Without in any way disparaging the text, few readers on first picking up the book will wish to do other than browse through the magnificent colour and monochrome pictures.

But this is much more than a mere "picture story." The author has delved exhaustively into this subject, sur-

Seamanship — its art and science

veying the art and science of seamanship from the bark boats of antiquity to the latest yacht and warship.

His study through history embraces ship design and con-

struction, navigation, voyaging and shipbuilding, giving a section by section study of the various epochs in maritime development.

Boating people of all kinds will find this book a delight — and a handsome and acceptable present.

FADE-OUT OF SAIL

Wooden ships, iron men — and officers who ruled with the bare fist . . . This was the world into which 15-year-old Vincent Large entered in 1900 to begin a sea career which was to take him several times round the Horn in his world voyaging.

Windjammer 'Prentice (Jarrols, price £2.25), despite the background, is not dripping with storm and curses from every page; rather it is an interesting documentary of the times, simply told by a man from a seafaring family.

It has a special interest as a personal story of the fade-out of sail to steam.

Writing brings nearer Nelson, the man

Will books about Nelson ever cease? There is no sign yet, and presumably they will be published as long as people will buy them, to continue the written saga of the most documented hero of all time.

Nelson's Last Diary, by Oliver Warner (Seeley, Service and Co., Ltd., price £2.10) offers the reader not only the words, but a facsimile of the hand-written documents.

Undoubtedly, in seeing the actual writing, the reader does feel that he is brought nearer to Nelson, the man. In that sense the book adds another facet to the study of the Royal Navy's outstanding personality.

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Entrance and Scholarship Tests for September, 1972, will be held on 4th March for those aged 7 to 14.

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French wine — and 'bubbly'

During a spell of exchange service with the Royal New Zealand Navy, Lieut.-Cdr. N. H. Burbury, R.N., now serving in H.M.S. Intrepid, rescued two people from the sea by helicopter.

For this act, Lieut.-Cdr. Burbury was awarded the Air Force Cross, and the presentation was made in August by the British High Commissioner in Singapore. Men in H.M.S. Intrepid then honoured his

RESCUER GETS BIG MEDAL

achievement by producing an impressive replica of his decoration, which (as our picture shows) was presented by the Intrepid's commanding officer, Capt. W. D. M. Staveley.



A Leeds couple adrift for 23 hours in a dinghy, were rescued off Flamborough by H.M.S. Keppel.

NAVY NEWS IN BRIEF

Twice in seven days, men aboard the 2,400-ton destroyer H.M.S. Matapan, in Portsmouth Harbour, tackled an outbreak of fire before city firemen arrived. The Matapan is undergoing a refit to a trials ship for underwater weapons evaluation.

There has been a taste of good French wine for one of the Navy's newest ships — while a veteran of the Fleet has also had the chance to "live it up" on champagne.

A request sent to Bayeux for more information about the badge of the nuclear fleet submarine, M.M.S. Conqueror (which is the same as that of William of Conqueror), resulted in an invitation from the Mayor for the submarine's commanding officer, Cdr. Richard Heaslip, with four officers and their wives, to attend a champagne party and enjoy the freedom of the town.

In return, the town dignitaries were invited to attend the sub's commissioning ceremony at Birkenhead on November 9.

PRAISE FOR FIRE DRILL

Portsmouth's Chief Fire Officer, Mr. G. E. B. Brunner, praised the fire drill of the ship's crew and their co-operation with the city's brigade when firemen and sailors, hampered by dense smoke, fought a fire in the guided missile destroyer H.M.S. London. Damage was confined to a canvas awning store.

Naval experts from Plymouth were called in to destroy a mine pulled up by a Guernsey fishing boat six miles off Jersey.

A plea for the officers' block at the former Duchess of Kent Barracks, Portsmouth, to be used for students' accommodation, came too late as demolition work had started. A Department of the Environment spokesman said that 74 Navy married quarters were to be built on the site and surrounding land.

The Argentine Navy's 7,800-ton training cruiser La Argentina was due off Greenwich on October 7 for a five-day goodwill visit.

A magnum of champagne was the welcome prospect for men in the 27-year-old destroyer, H.M.S. Caprice, after a ship's badge had been presented to the Caprice Restaurant in London.

The Caprice has had a close association with the restaurant for some years. Cooks from the ship have trained in its kitchens, and champagne has often been a Christmas present from its wine cellar.

While in Southsea for a show at the Kings Theatre, entertainer Alfred Marks went to H.M.S. Dolphin and toured the patrol submarine, H.M.S. Opossum.

British-built frigate, the President Steyn, which arrived in Portsmouth on October 1 for an 11-day visit, was the first South African warship to visit Britain since 1964.

October 7 was launching day for a powerful 1,630-ton tug called Robust, built at the Beverley shipyard of Charles D. Holmes & Co. Ltd. for the Royal Maritime Auxiliary Service.

American visitors to Portsmouth during October included men in the frigate, U.S.S. Faragut, and the 26-year-old destroyer, U.S.S. Damato.

The mystery of a wreck, thought to have been a submarine, lying in 200ft. of water off Falmouth, has been solved by Government scientists testing new underwater search equipment. Using a sophisticated Sonar detection machine, they identified the "submarine" as the hull of a second world war vintage merchant ship.

Sailors were among hundreds of islanders at the 28th graveside commemoration service for the 21 men whose bodies were washed up on Guernsey's shores when the cruiser, H.M.S. Charybdis, was sunk in 1943.

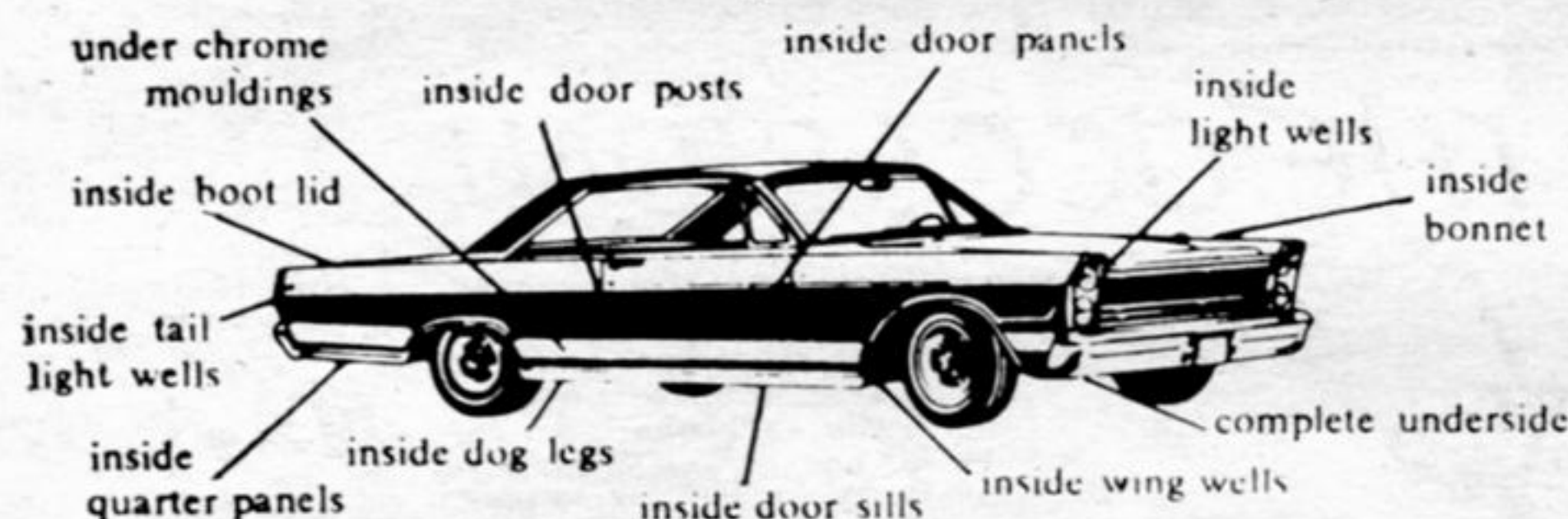
BUYING BRITISH

● The Royal Australian Navy has placed an £11m. order with the Scott-Lithgow yard at Greenock for two submarines.

● The first of two Oberon class submarines ordered by the Brazilian Government was launched at Vickers, Barrow-in-Furness, on October 5.

● A £1m. order for Seacat guided missiles for the Persian Navy has been announced by Short Bros. and Harland.

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How Navy got its 'Bull'

The word "bull" has not been unknown in the history of Service life! But it was a different sort of "Bull" which entered service with the Royal Navy back in 1923.

An early report in "The Aeroplane" described a new "hush-hush" weapon as "an apparatus with the aspect of a docile bull in a field," thus unwittingly coining the name "Bull" which was later given, unofficially, to the two-seat trainer version of the Blackburn Blackburn Mk. I aircraft.

Town's name

Named after the Lancashire town with the same name as the manufacturer, the Blackburn Blackburn Mk. I was intended for reconnaissance and spotting for ship's guns. Its bulky fuselage resulted from the need to provide a cabin with a modicum of comfort for the observer and telegraphist air gunner.

Both the Blackburn and its contemporary, the Avro Bison, were little short of grotesque in appearance and were ungainly and slow in the air. Possibly for this reason, later spotter reconnaissance aircraft showed less consideration for the comfort of the observer and air gunner.

Folding wings

Designed by Major F. A. Bum-pus, the Blackburn was a two-bay biplane of fabric-covered wood and metal construction with folding wings. To simplify the spares holding in ships, the basic structure was almost identical to that of the Blackburn Dart.

The Blackburn flew quite well with a Dart rudder, and it was even recommended as a standard fitment because it reduced the length of the aircraft and gave more storage space.

Three prototypes, N150-152, were built in the Olympia Works

in 1922, and handling tests of the first (N150) were completed in August that year. Deck landing trials were carried out in the carrier, H.M.S. Argus.

The pilot sat in an open cockpit cut-out in the leading edge of the top centre section, with the decking in front of him cut away to clear the control wheel, the gap being closed by a Triplex wind-screen. The engine cowling sloped away sharply to give him a good view of the carrier's deck when landing on.

Vickers gun

Armament consisted of one Vickers gun (with 500 rounds) mounted externally on the port side of the pilot's cockpit and firing through the airscrew arc, and a rearwards and downwards firing Lewis gun (with three drums of ammunition) on a Scarff ring immediately aft of the rear cockpit.

The Blackburn Mk I entered



BLACKBURN BLACKBURN

service with No. 422 Fleet Spotter Flight in 1923, operating from Hal Far, Malta, and in H.M.S. Eagle.

Early modifications included increasing the mainplane gap by 22½ in. in order to overcome the elevator blanketing experienced in the early aircraft. Wing fuel tanks were eliminated, a much simplified cross-axle undercarriage was substituted, and the

structure was cleaned up all round.

This led to an appreciable improvement in performance, and the aircraft was then designated the Blackburn Mk. II.

In the Eagle

The first unit to be equipped with the Mk. II was No. 422 Fleet Spotter Flight, which served first in H.M.S. Eagle with the Mediterranean Fleet and afterwards in H.M.S. Argus on the China Station.

In 1926, the Blackburn Blackburn also entered service with No. 420 Fleet Spotter Flight where it superseded the Westland Walrus and operated for a time at Gosport before embarking in H.M.S. Furious for duties with the Home Fleet.

In May, 1929, the Blackburn flights were redesignated Nos. 450 and 449 Fleet Spotter Reconnaissance Flights. This was part of a general reorganization of spotter flights involving the disbandment of the original Nos. 420, 421, 422, and 423 Flights and

Royal Navy's aircraft

No. 44

DATA FOR THE TECHNICALLY MINDED

BLACKBURN MK. II

Description: Fleet spotter-reconnaissance aircraft with a crew of three to four. Composite wood and metal structure, fabric covered.

Manufacturers: Blackburn Aeroplane & Motor Co. Ltd., Leeds.

Power Plant: One 450 h.p. Napier Lion IIB or V.

Dimensions: Span, 45ft. 10in. Length, 39ft. Height, 16ft. Wing area, 662 sq. ft.

Weights: Empty, 4,034lb. Loaded, 6,112lb.

Performance: Max. speed, 100 m.p.h. Climb, 650ft/min. Range, 210 miles. Service ceiling, 11,750ft.

Armament: One Lewis machine gun on Scarff ring in rear cockpit and one fixed Vickers machine gun forward.

Honours list of the air

The Royal Naval Air Engineering School, H.M.S. Daedalus, is planning to produce an honours book listing all R.N. commissioned officers who have previously served as Fleet Air Arm maintenance ratings, and an honours board showing those who have attained the rank of commander and above.

All available records are being scrutinized, but it is possible that some names have been missed.

INVITATION

With this in mind all officers, serving or retired, who come into the category concerned are invited to submit details of rank, date commissioned, F.A.A. rate, and official number, held on being commissioned and date of retirement, if applicable.

The particulars should be sent to the Director of Air Engineering, R.N. Air Engineering School, H.M.S. Daedalus, Lee-on-Solent, PO13 9NY.

Angler rescued

A Royal Naval helicopter rescued an angler who had been swept off a rock at Capel Porth, near St Agnes, on the North Cornish coast. Another angler was missing believed drowned.

Navy tests a Seagull

Trials for the Royal Navy by the Seagull, the R.A.F.'s newest long-range recovery vessel, may be followed by orders for several of the powerful marine craft.

The R.A.F.'s "navy" has about 40 ships around the coast under the command of Strike Command's No. 18 Maritime Group, which is based alongside Western Fleet headquarters at Northwood.

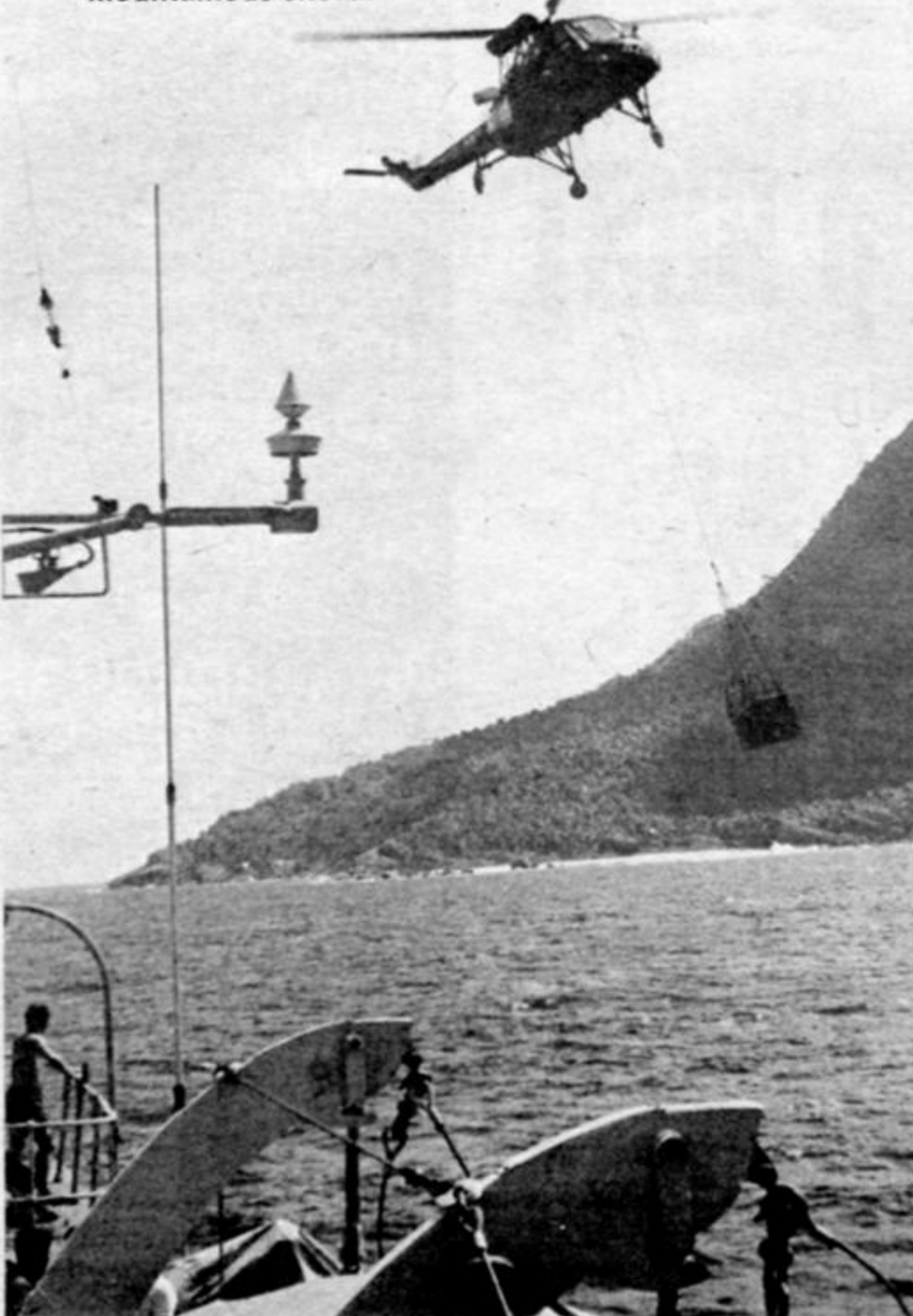
ROSE TO THE OCCASION!

H.M.S. Arethusa's Wasp helicopter gets busy on her "mountainous chore."

While on her way to Singapore H.M.S. Arethusa was asked to go by way of the Seychelles so that her Wasp helicopter could help with transport of radio beacon surveying equipment from the top of one mountainous Seychelle island to that of another.

The chopper, piloted by Lieut. Ian Oak-Rhind, completed the task in a matter of hours, whereas it would have taken days using the boats of H.M. ships Beagle and Bulldog, which were carrying out the survey.

Meanwhile the operation allowed time for the Arethusa to anchor off one of the outer islands and send her ship's company in to enjoy the surf and coconut palms



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JAGUAR IN SOUTHERN SEAS

*Far from
the . . .*

H.M.S. Jaguar has been fast making a name for herself as a maid-of-all work down in the southern seas, where she visited the remote settlement on Tristan da Cunha and the even lonelier outpost on Gough Island.

As always, the islanders of Tristan were delighted to play host to a British warship. Groups of "expeders" explored the island and saw the old and new volcanoes.

A dance was held in the Prince Philip Hall and, much to the enjoyment of the island's only D.J., the ship's group, Catweazles, provided the music — unheard by some Tristans for years — while he danced for a change.

In turn, the islanders were invited on board and, judging by the trade done in nutty alone, Naafi might profit by opening a shop on the island!

While some members of the ship's company beat the local soccer team 4—2, others completed construction of a radio mast, which has been named the Jaguar mast.

At Gough Island, about 240 miles south of Tristan, the ship landed stores and mail by Gemini dinghy for the eight crew members of the weather station, the sole occupants of the five-mile long island.

*... welcoming
crowds!*

ABOVE: — Reaching into the mists is the Jaguar Mast — a legacy of the frigate's visit to the remote settlement on Tristan da Cunha and one which should provide a closer radio link with the outside world.

The ship left for South Africa and the Far East but was once again in southern waters, visiting Dunedin, principal city of Otago province in South Island, New Zealand.

There was no shortage of volunteers to help at an old people's home and a school for mentally handicapped children, and sailors made a name for themselves selling raffle tickets around the city for the local paraplegics society.

Hospitality was overwhelming. Members of the ship's company were made honorary citizens for the duration of the stay, and each was given a certificate proclaiming the honour.

Tours took in South Island scenery, and many enjoyed a week-end in Queenstown, renowned for its natural beauty. It was said that some ratings panned for — and found — gold!

Miss International 1971, a New Zealander, took members of the ship's company to distribute gifts at a crippled children's kindergarten. Others helped celebrate a birthday party with a 96-year-old woman.

Over one week-end, 4,000 people toured the ship.

THE CITY'S THANKS

A tremendous send-off from 300 people completed the visit, summed up by the Mayor in a telegram to the commanding officer (Cdr. F. A. Collins): "Please convey the city's thanks to the ship's company for the many community projects undertaken during the visit. Conduct exemplary. Pleasure to have you with us. Return visit would be welcome . . . Bon voyage."

BELOW: In a spectacular setting — H.M.S. Jaguar pictured in Milford Sound during her visit to New Zealand.



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POLICE
UNITE

Another landmark in more than 300 years of naval police history was reached on October 1 when the Admiralty Constabulary was merged with the Army Department and Air Force Department constabularies in the new Ministry of Defence Police.

In October, 1949, three forces — the Royal Marine Police, the Royal Marine Police Reserve and the Admiralty Civil Police — were merged to form the Admiralty Constabulary which, at that time, comprised about 3,500 men policing some 150 establishments.

Now, this has, in turn, become part of the M.O.D. force responsible for policing and protecting some 150 Ministry of Defence establishments throughout the U.K.

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NEWS FROM GANGES



Face-to-face meeting

It's not every day that a Junior comes face-to-face with an Admiral — and the First Sea Lord at that. But these pictures record two such meetings during the one-day visit of Admiral Sir Michael Pollock to H.M.S. Ganges on Wednesday, October 6.

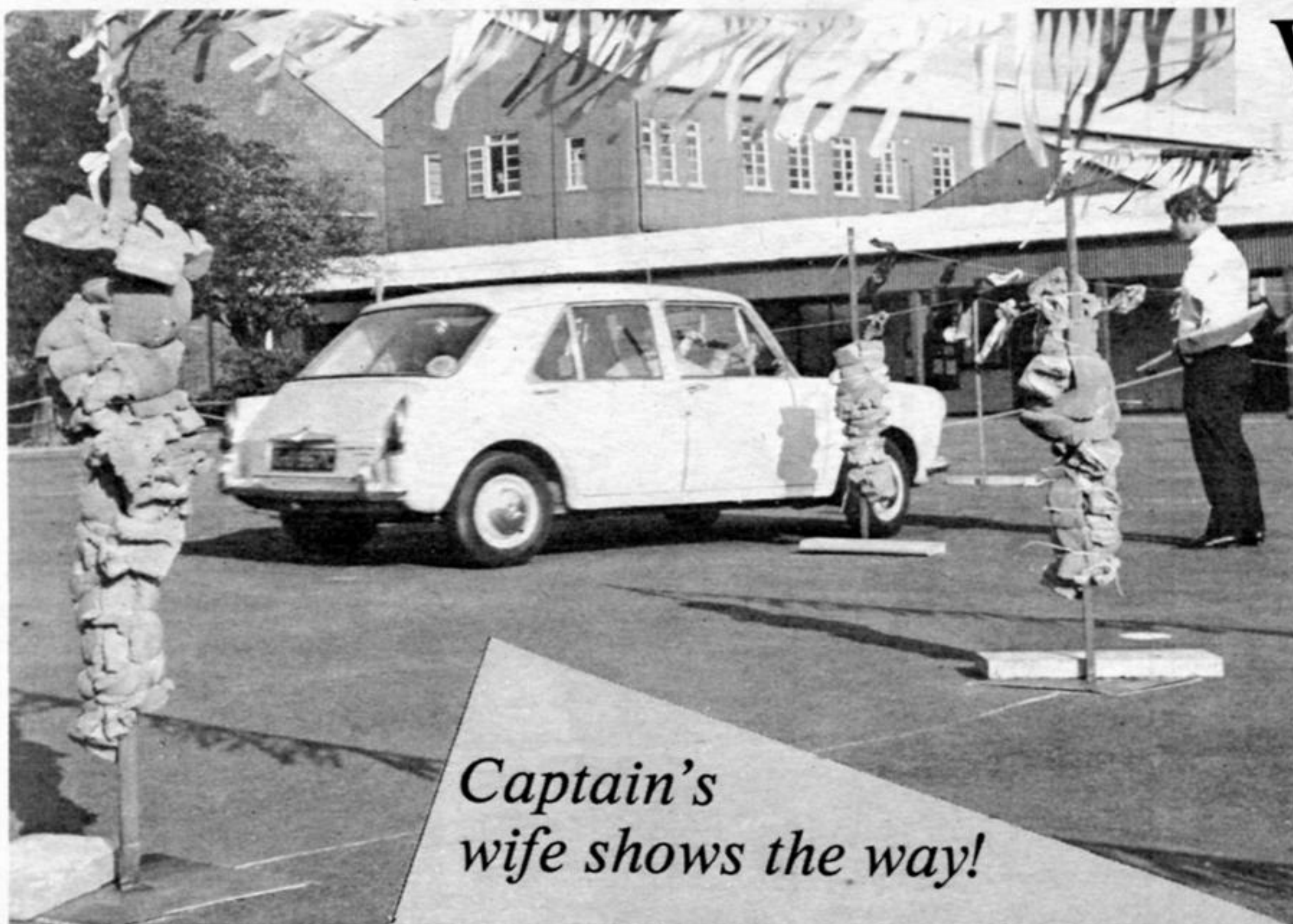
Above, the Admiral is seen with Ganges Juniors on diving courses, and right, he talks to Junior Seaman Scott during his inspection of Hawke I Mess.

LJ Love is in attendance and JS Turner (left) is waiting to meet the Admiral. Also in the picture are Capt. M. J. Button, the captain of H.M.S. Ganges, and Lieut.-Cdr. J. P. Martlew, Hawke's new Divisional Officer.

... with the First Sea Lord



NOW, WHAT WAS THAT ABOUT WOMEN DRIVERS?



*Captain's
wife shows the way!*

BEATING THE 'BATTLE OF THE BULGE'

The non-stop stream of new recruits — 280 at a time — entering H.M.S. Ganges has resulted in the "Battle of the Bulge" — a battle in which the Royal Navy is undoubtedly happy to be engaged!

By the end of the term there will be nearly 2,000 boys in the establishment and the divisions closed down only last year, Benbow and Keppel, have been resuscitated.

BEARING UP!

Keppel Division is housed in the well-known "Blue Mansion" on the south side of the parade ground, with the D.O. and

instructors in portable offices which are proving to be quite comfortable.

The New Entry Division has left Benbow Lane and moved back into the Annexe in the "Green Squadron" buildings — a kite-balloon station during World War I — to the west of the main establishment.

The rise in numbers has posed many problems for the staff, but they are said to be bearing up well under the strain!

Wrens return

For the past ten years or so, the only uniformed ladies in H.M.S. Ganges have been the Sisters in the sick quarters, but the female complement in this stronghold of nearly 2,000 males has been boosted by the arrival of eight Wrens.

Three are writers, four work in the clothing stores and one is a dental assistant.

Navy News hopes that when the girls have settled into their accommodation in the R.N.S.Q. they will pose for our photographer — and so add a touch of glamour to these pages next month!

Most men have strong views about women drivers — and not very complimentary views at that, but when put to the test some women can prove that they can handle a car just as well as a man. In some cases they can even put the men to shame!

This was certainly the case on Sunday, October 10, when RPO Taylor and Instructor Lieutenant Peter Cooper organized a driving proficiency test on the parade ground at H.M.S. Ganges.

"The ladies' style of driving was much less hard on the cars," observed a male spectator, "and in many cases their times were just as good as the men's, because they didn't lose penalty seconds by missing out parts of the course, or overshooting the braking test lines."

Which doesn't say much for some of the men...

MORE TO COME ?

Still, it was all in fun, and turned out to be a splendid way of spending a sunny afternoon.

Held under the auspices of the R.N. and R.M. Motoring Association, the competition attracted 30 entrants, and it is hoped that there will be more events of this kind.

RESULTS

Men's section — 1, PO Barrett (Triumph GT6); 2, RPO Randall (Cortina); 3, PO Roberts (Avenger); 4, RS Day (Mini); 5, Lieut. Loftus (Anglia); 6, Shpt. Mill (MGB GT); 7, PO Magnus (Anglia).

Women's section — 1, Barbara Cooper (1100); 2, Audrey Roach (Herald); 3, Margaret Simpson (1800); 4, Valerie Pickup (Mini); 5, Dorothy Adams (1100); 6, Molly Webber (Mini); 7, June Taylor (Mini).

Mrs. Margaret Button, the wife of the captain of H.M.S. Ganges (Capt. M. J. Button) backs out of one of the "garages" during her driving proficiency test. It was a tough course, and Capt. Button deserves a special mention — as the only competitor to knock over a garage wall!

Putting on the (Nelsonian) style . . .



Juniors of Keppel Division turned back the clock on October 21 — Trafalgar Day — by dressing in Nelsonian rig and forming a guard of honour for Vice-Admiral L. D. Empson, the Second Sea Lord designate.

The Admiral visited H.M.S. Ganges to attend the Trafalgar Night dinner, and at the entrance to the wardroom he paused to talk to JEM Hollands and (left to right in the picture) JEM Burlison, JEM Allan, JS Tillman, JMEM Leigh, JEM Dales and JACK James.

IN THE NEWS

Juniors Moody, Morrish, Covey, Jack and Thelwell, get an early glimpse of the news as they cluster around the Evening Star's front page forme, with their guide, Mr. Foster.

SPOTLIGHT ON SPORT

The loser takes the prize!

There may be a hint of despair in the blood-bespattered face of Junior Seaman Mark Anthony (and that really is his name!) in the picture below, but in a way he came out of this bout better off than the winner, JS R. A. Robinson.

JS Anthony, of Benbow Division, was awarded the Best Loser's Trophy in the H.M.S. Ganges boxing finals, but for his triumphant opponent — who is known, not surprisingly, as "Sugar Ray" Robinson (Blake Division) there was no tangible reward!

The only other award at

stake in the finals was the inter-divisional boxing belt, which was won by Rodney Division, from last year's holders, Hawke.

Our other picture shows Capt. M. J. Button presenting the belt to LJ S. Maguire, JMEM Bramwell, JRO Sprules and JS Savage.



RODNEY'S BELT



Stepping into a world where a galley is not a cookhouse and rules don't necessarily go with regulations, but with strange things like formes and flongs, 11 Juniors from Anson Division met the Press on October 11.

They visited the East Anglian Daily Times, Ipswich, to see how their local newspaper is produced.

After a guided tour of the works, the Juniors saw the paper "put to bed" and went back to Shotley with copies of that day's Evening Star, "hot off the press."

With three trophies already to their credit, the Ganges 1st soccer team, pictured below, are now setting their sights on the Navy Cup.

They reached the divisional final of this competition by beating H.M.S. Warrior 6-1, H.M.S. Fife 6-2 and R.M. Deal 4-3. The last match was decided on penalty kicks when the score after extra-time stood at 1-1.

The Ganges team are also hoping to win the Ipswich Wednesday League title — for the fourth successive season.

Aiming for Navy Cup



Fleet's flotillas and squadrons

When the appointment of Commander Far East Fleet lapsed on November 1, the Royal Navy's Western Fleet became known as "The Fleet."

With the introduction of the new title for the combined west and east of Suez force, Admiral Sir Edward Ashmore, who recently took over as Commander-in-Chief Western Fleet, became Commander-in-

Chief Fleet — a title which was previously used during the 18th Century.

There will continue to be three Flag Officers in command at sea, with titles of: Flag Officer 1st Flotilla (Rear-Admiral A. M. Power, formerly Flag Officer Flotillas Western Fleet); Flag Officer 2nd Flotilla (Rear-Admiral D. Williams, formerly Flag Officer Second-in-Command

THE NEW SET-UP

Far East Fleet); and Flag Officer Carriers and Amphibious Ships (Rear-Admiral J. D. Treacher).

THE DIVISION

Division of the Fleet into flotillas and squadrons will be as follows and will be achieved pri-

marily by base ports:

Portsmouth and Chatham, 1st Flotilla; Devonport and Rosyth, 2nd Flotilla.

However, a small number of ships with base ports at Portsmouth or Chatham will be placed in the 2nd Flotilla. Allocation of these ships to their present base ports will not be altered.

The 1st Flotilla will consist of guided missile destroyers, frigate squadrons and the Portland Squadron, and the 2nd of cruisers, guided missile destroyers, frigate squadrons and the Dartmouth Squadron. The Flag Officer Carriers and Amphibious ships will have control of H.M.S. Ark Royal and the commando and assault ships.

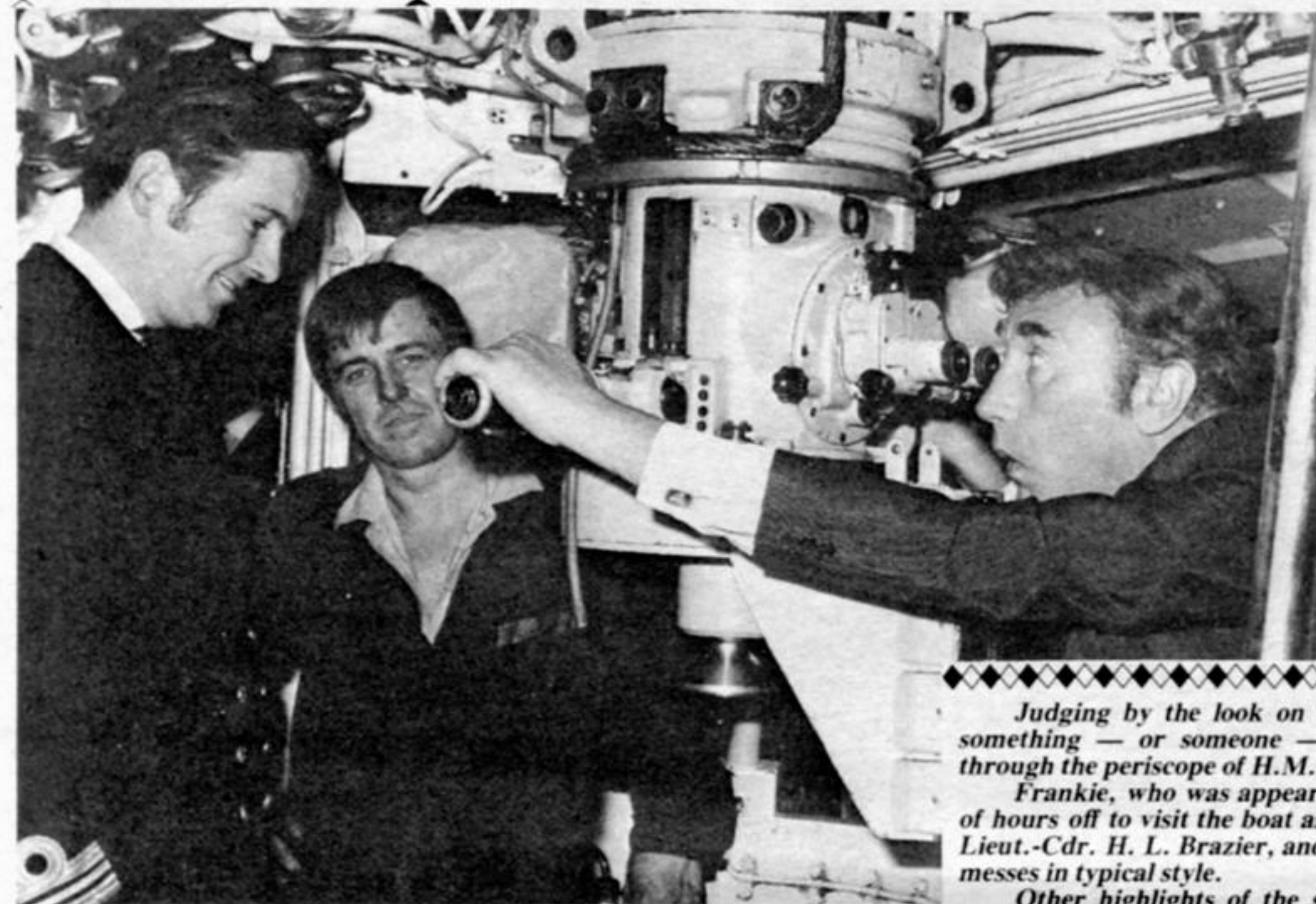
FULL ORGANIZATION

The titles of Flag Officers 1st and 2nd Flotillas came into being on November 1, when the Flag Officer Second-in-Command Far East Fleet became Flag Officer 2nd Flotilla.

The full organization by flotillas will not be made effective until March, 1972, and so the Flag Officer 1st Flotilla will retain his present responsibilities for the whole of the existing Western Fleet Flotilla until that time.

Capt. A. J. Miller, the Royal Navy's Director of Public Relations, and whose promotion to rear-admiral from January 7 has already been announced, is to succeed Rear-Admiral Williams as Flag Officer 2nd Flotilla next March.

Up Periscope!



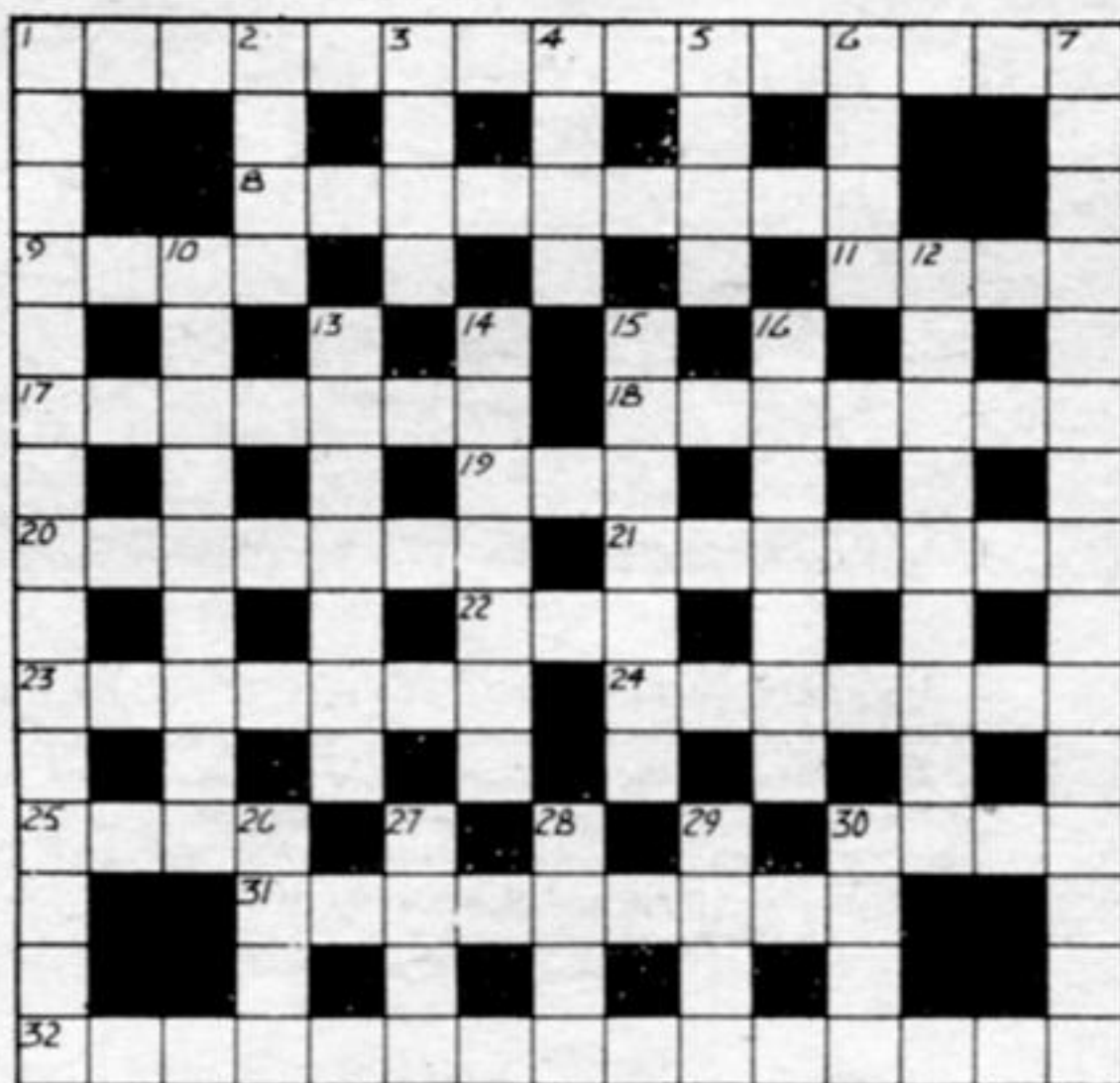
Judging by the look on his face, Frankie Howerd has found something — or someone — interesting as he scans Hull docks through the periscope of H.M. submarine Aeneas!

Frankie, who was appearing at a local nightclub, took a couple of hours off to visit the boat as the guest of the commanding officer, Lieut.-Cdr. H. L. Brazier, and the crew, whom he entertained in the messes in typical style.

Other highlights of the stay in Hull included a brewery run, football and rugby against local teams, and a tug-of-war match.

£10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on November 25 and should be addressed to Crossword No. 33, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.



Name

Address

SOLUTION 32

Across: 1, Siamese; 5, Marries; 9, Roost; 10, Speculate; 11, Pea-sticks; 12, Idiot; 13, Disrepair; 16, Grace; 17, Groom; 19, Recurrent; 22, Farms; 23, Primitive; 25, Endurance; 26, Bravo; 27, Scratch; 28, Sawyers.

Down: 1, Scraped; 2, Aroma; 3, Entitle; 4, Easy chair; 5, Meets; 6, Rousing; 7, Inanimate; 8, Spectre; 14, Show rider; 15, Receivers; 17, Gaffers; 18, Musk-rat; 20, Rainbow; 21, Tremors; 23, Punch; 24, Image.

APPOINTMENTS

Four new rear-admirals

Four new rear-admirals are named among latest announced Royal Navy appointments.

Captain H. W. E. Hollins is to be promoted rear-admiral on January 7 and to be Flag Officer and Port Admiral Gibraltar and COMGIBMED from that month.

His commands have included H.M. ships Petard, Dundas, and Caesar and — from March 1970 until September this year — the new guided missile destroyer H.M.S. Antrim.

Commodore M. H. Griffin becomes rear-admiral from January 7 and to be Director of Dockyard Production and Support in May.

He joined the Royal Navy as an artificer apprentice in 1936 and formerly commanded H.M.S. St Vincent. In February 1969 he was appointed Commodore Superintendent, Singapore.

Capt. J. R. Llewellyn is to be promoted rear-admiral on January

7 and to be Assistant Controller of the Navy to take effect in January.

He is a former captain of H.M.S. Fisgard and in 1969 became Deputy Director of Design Marine Engineering in the Directorate of Warship Design, MOD.

Capt T. R. Cruddas is to be promoted rear-admiral on January 7 and to be Rear-Admiral Engineering on the Staff of the Flag Officer Naval Air Command in February.

He has served with the Directorate of Research Services in the U.S. Navy's Bureau of Weapons, Washington, and has been on the staff of the Flag Officer Naval Air Command as Command Engineer Officer since 1969.

NEW DPR(N)

Capt. K. A. Crawley, Secretary to the Second Sea Lord, is to be Director of Public Relations (Royal Navy) from January 7.

He is former Director of Public Relations on the Staff of the Commander-in-Chief Far East.

Other recently-announced appointments include:

Capt. M. C. Henry, Neptune March 20 and as Capt. 10th Submarine Squadron and Q.H.M. Clyde Dockyard Portsmouth.

Capt. C. Rusby, President (Malabar) March 11 and as Senr. Naval Officer West Indies and ISCOM Bermuda March 16 (to serve as commodore).

Cdr. J. Paton, Drake for Hydrographic School in command, January 4.

Cdr. P. A. Pinkster, Cochrane for duty with CSCBS for Ariadne May 15. Ariadne in command and on commissioning for trials and service.

Cdr. H. N. M. Thompson, Renown Port Crew February 4 and in command.

Cdr. J. H. Fiddian-Green, Rooke May 15 and in command and as SORS Gibraltar.

Cdr. T. H. Green, Cochrane for Repulse as commanding officer Starboard Crew, April 1.

Cdr. E. H. M. Orme, Matapan in command for trials and service, May 1.

Lieut.-Cdr. R. O. Morris, Fawn May 1 and in command and Senr. Officer Fawn and Fox, May 3.

Lieut.-Cdr. G. M. Tullis, Palliser March 20 and in command.

Lieut.-Cdr. R. N. Blair, Bacchante in command, May 23.

Lieut.-Cdr. J. C. K. Slater, Jupiter in command, February 21.

In memoriam

K. Laws, Mne. RM.15760. DODPAR, August 17.

W. McEvoy, L. Ck. D/MX.896662. H.M.S. Cleopatra, August 27.

S. O'Malley, AB. D.070224. H.M.S. Excellent, August 27.

N. W. J. Gower, RO2(W). D.086265. H.M.S. Mercury, September 3.

G. D. Melvin, RO2(W). D.085742. H.M.S. Mercury, September 3.

W. P. Houston, MEM(1). D.118492. H.M.S. Falmouth, September 6.

L. G. Worley, O.Snn. D.110011. H.M.S. Cleopatra, September 12.

D. E. Wellburn, CMEA. P/MX.855649. H.M.S. Neptune, September 22.

G. K. Neill, CAF(A). L/FX.886901. H.M.S. Royal Arthur, September 26.

T. Graham, RO1(G). P.083071. H.M.S. Mercury, September 28.

R. Kimber, CEA. P/M.933541. H.M.S. Alliance, September 29.

W. Preston, LSA. P/M.960703. H.M.S. Dolphin, October 2.

D. M. Wild, A/Ck. D.121051. H.M.S. Mercury, October 11.

G. H. Foote, Lieut. October 16.

B. S. O'Connor, Rt. Rev. Monsignor — Principal Roman Catholic Chaplain, October 19.

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30	31										



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ACROSS

- Pinpointed masts could make these disagreeable things (15).
- Dashed dotty means of communication (5, 4).
- Needs a few supporters! (4).
- One description of Shakespeare. Giving him the bird? (4).
- I get in when a river is mixed up in the south of France (7).
- Hit the girl on the knee-cap! (7).
- Boy from the zodiac (3).
- An armful getting a new start looks far from the benign (7).
- Ignore the things you've learned about genetics (7).
- No-good state (3).
- Tarzan type (3-4).
- Look here! (7).
- Ribbon development, could be! (4).
- Stage light? (4).
- I join the girl to make an Egyptian city (9).
- High American standards (5, 3, 7).

DOWN

- Clothes-fitting practice? (5, 10).
- Shooting points (4).
- Leave the car among the flowers (4).
- It goes with me upside down (4).
- God of authority (4).
- Sounds a whimsical way of addressing you sheep! (4).
- Most of us, on flag days (8, 7).
- She controls little learning! (9).
- Went a-courting and then left (6, 3).
- Continuing warm in the ladies' hair-dressers! (3, 4).
- Hung about till all around died (7).
- Vandal wanting a fight (7).
- Punctured the sailor between the street and the bed (7).
- The stuff each side of your parting! (4).
- Sounds almost the sort of a girl who would clean a carpet! (4).
- Nice girl fell for its leader! (4).
- How to be a success in journalism! (4).
- Sir, a dress for the lady! (4).

Winner of Crossword No. 32 was CPO H. R. Jenner, of Northampton.

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◀ Hello, Euryalus

While the Leander-class frigate H.M.S. Euryalus was berthed at Greenwich for the Royal Naval Equipment Exhibition, she was visited by members of the cast of the show "Move Over Mrs. Markham".

The stars, including Moira Lister, Cicely Courtneidge, Lana Morris, and Sue Edmondstone, were the guests of the ship's officers. They were shown around the Euryalus and entertained to lunch on board.

Farewell, England 🏠

It's next stop Portugal for these four Wrens who flew from London in September to join the staff of the Commander, Iberian Atlantic Area, Rear-Admiral E. B. Fluckey, United States Navy.

The girls (l. to r.) Leading Wren Susan Mackey, PO Wren Susan Insley, PO Wren Bronwen Dale and L/Wren Janet Brown, are the first W.R.N.S. ratings to serve in Portugal.

COMIBERLANT is a sub NATO command, under the Supreme Allied Commander Atlantic. Its area covers a large part of the Atlantic Ocean, including the Portuguese, North African coastlines and the Western approaches to the Straits of Gibraltar.

What's cooking, JACK?

There was 17-year-old JACK Michael Blackett just knocking up a quick omelette, when who should pop in but the First Sea Lord!

And it's clear from this picture, taken during Admiral Sir Michael Pollock's visit to H.M.S. Cochrane, that the Admiral likes to keep a close eye on what's cooking in the Navy ...



Sea battle pictures 'saved'

Pictures of two famous English sea battles, the Battle of the Nile and the Battle of Camperdown, have been bought by the Tate Gallery to avoid the possibility of losing them to foreign buyers.

Painted by Philip James de Loutherbourg in 1799 and 1800, they show in precise detail the horror of big sea battles.

The price paid by the gallery has not been disclosed, but when the paintings came up for auction at Christie's in 1968 they fetched a total of £30,450.

Jenny makes a pretty picture

Wren Jennifer Clarke (19) is a keen artist and was concentrating on a sketch of the sailing vessel Arethusa, at Chatham, when spotted by photographer Russ Whalley.

But Jennifer was happy to

turn her attention away from the Arethusa just long enough for Russ to get his own pretty picture — of Jennifer!

Having completed her training at H.M.S. Pembroke as a Writer (general), Jennifer — who joined the W.R.N.S. in July — is now at H.M.S. Victory, Portsmouth.

**NAVY
NEWS
DIARY**



THE FOUR SEA-SONS

(of Mr. Abela)



Mr. Emmanuel Abela, of Redeemer Street, Zabbar, Malta, is proud of having served as an R.M.A. gunner for 25 years.

Now he has another distinction — that of providing four sons for the Royal Navy.

The quartet, all at present serving in H.M.S. St. Angelo, comprises:

Joseph, an AB who has served ten years;

Alfred, a MEM with seven years service. (He is something of a local celebrity, specializing in folk lore singing under the name Bamboocu);

Ronald, an OS, who has just completed his first year in the Navy (and who has recorded songs with brother Alfred); and

Albert, the youngest, who has just joined the Service as a MEM.

The picture line-up, left to right, is Ronald, Alfred, Albert and Joseph.

Ring out Vidal

Cdr. John Paton, the commanding officer of H.M.S. Vidal during her last commission, has presented the ship's bell to the Mayor of Gillingham (Cllr. James Forster) for safe custody.

The Chatham-based survey ship, now on the disposal (sales) list, was adopted by Gillingham in 1954.

On paying-off she had steamed some 470,000 miles.

Sultan's family links

H.M.S. St. Angelo has the Abela brother (story above) but H.M.S. Sultan, Gosport, can also claim to have its fair share of family links.

Instructor Lieut. Michael Channon joined the Navy's Marine Engineering School on exactly the same day as his uncle, Engineer Lieut.-Cdr. Herbert Channon.

Lieut.-Cdr. Channon was formerly in charge of the R.N. "strengthening" team attached to the Iranian Navy destroyer project with Vosper-Thornycroft.

Sultan's other link concerns two brothers — POs Alan and Melvyn Davis

— the sons of a former petty officer from Guisborough, N. Yorks.

Although they have never requested to serve together, Alan and Melvyn, who are both MEA(P)2s, are on the same first class rates' course at H.M.S. Sultan.

And it's not the first time their paths have merged: their training at H.M.S. Figgard and H.M.S. Caledonia overlapped, and then they served together in H.M.S. Albion.

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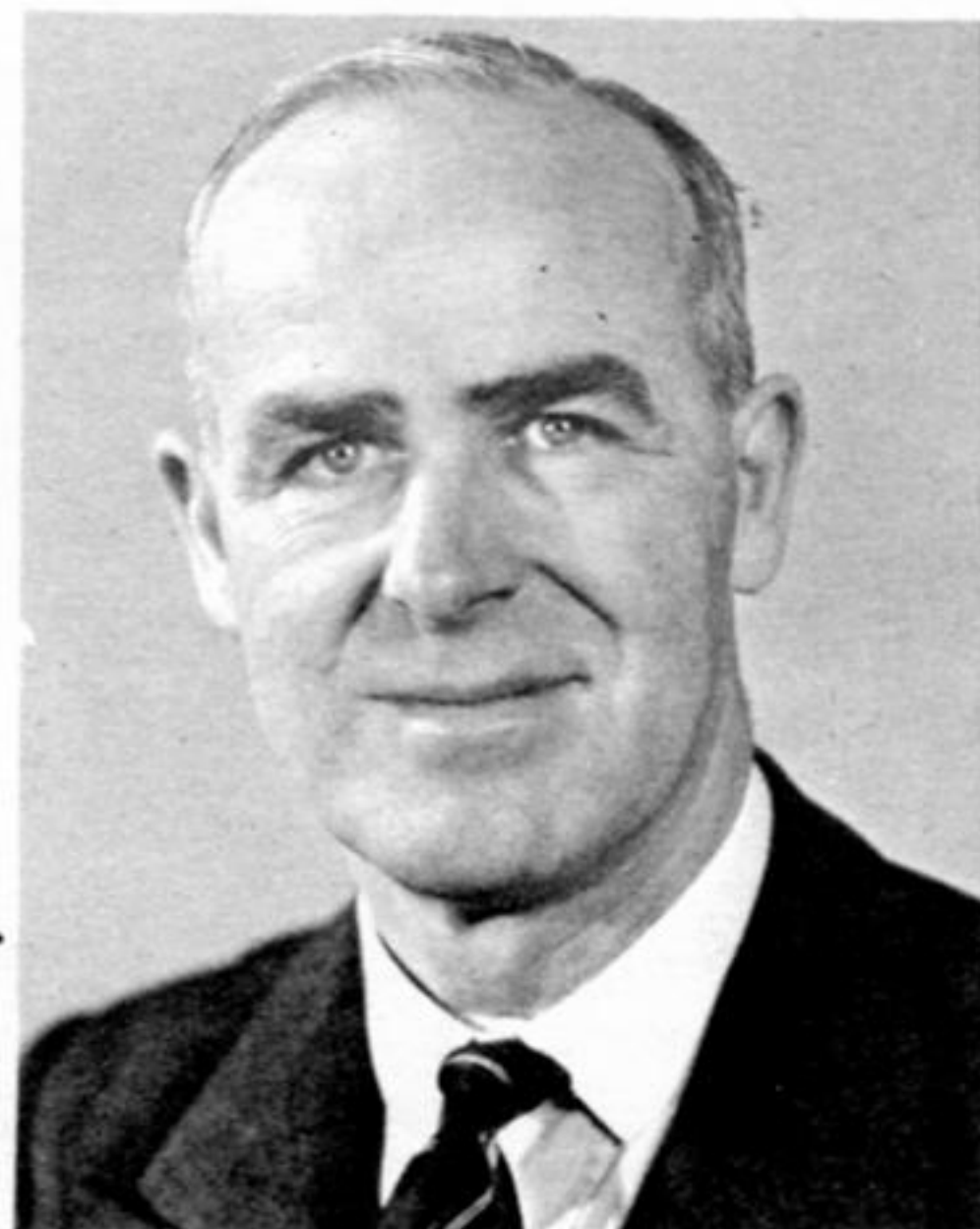
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CONFERENCE NEWS

Tributes — and an appeal — from new president

Rear-Admiral T. V. Briggs



Thirteen new R.N.A. branches have opened during the past year and one reopened. This was reported by the association's new president (Rear-Admiral T. V. Briggs) in his address to the 1971 annual conference at the Fairfield Hall, Croydon.

At the start of his address, the president paid tribute to his predecessor, the late Admiral Sir David Luce, and said he was delighted that Lady Luce had agreed to become a vice-patron. He also paid tribute to the late Shipmate Eric Knight, who served for seven years as chairman of the National Council.

The president said that paid-up subscription membership in 1971 was 12,807, compared with 13,856 in 1970 — a decrease of just over 1,000, the majority of which were associate members. The estimate of 8,000 members over 65 remained the same, making total membership about 21,000.

"This is still about 1,000 more than membership in 1969 and I do not think we need be too concerned."

"There has been a trend of slightly reducing full membership and each of us, I know, will do our best to change this as this is the life blood of our association."

The president said that as a result of arrangements made to give men leaving the Navy R.N.A. application forms, 172 had joined from Portsmouth and 91 from Plymouth.

CLUBS REPORT SOON

Referring to clubs, the president said, "We are well aware that a number of branches run clubs in connection with their branches and generally we are very much in favour of this. . . Nevertheless, there have been isolated instances in which clubs, using the association's good name, have caused us some concern and accordingly a Select Committee is looking into the running of our clubs and we are lucky

to have the club specialist of the Royal British Legion assisting them."

"The committee's recommendations should be submitted soon."

On finance, the president said they were £957 down in 1970. Main reason was that the five-yearly painting of the outside of the headquarters building fell due and cost about £1,000. In 1969 it was decided to make provision against this contingency annually and £375 was put aside that year.

"With only this in the kitty we have had to put an additional £616 into the allocation this year. This, of course, will not occur again, as there will be money put aside each year in future."

"If this special expenditure of £616 is allowed for, the deficit comes out as £348, compared with a profit of £71 in 1969."

The president referred to the value of the draw, efficiently run by Shipmates Legg and Crabtree, but said that in the end "financial salvation" rested with membership contributions and he appealed for a great effort to increase membership.

The president thanked the National Council and supporting committees for their work and paid tribute to the staff at headquarters, which was in his opinion "greatly understaffed." Criticism of the administration put forward by some branches, must have come from sources which were not aware of the true situation, he said.

Skipping the pensions queue

Arrangements can now be made to pay naval pensions direct into a bank account, it was explained to the conference when it reached an agenda motion seeking this option for rating pensioners "instead of having to queue weekly at a Post Office."

Any branch of all banks in the U.K. are included, but not the Post Office Savings Bank.

Payment into the account is made on the last Wednesday of each month in arrears.

Motions for conferences come in many guises, from the sublime to the seemingly ridiculous, but their real importance, surely, is that the pros and cons of the argument should be voiced.

Royal Naval

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THE SUCCESSFUL ONES

Motions carried by conference were as follows:

- That the R.N.A. history of nominees for the National Council be included on the ballot sheet in addition to the nominee form.
 - In future any alterations to the subscription to be sent direct from Headquarters to all branches by October 31 when beginning at the 1st of January.
 - That financial details of the reunion and conference (separate) be included in the annual accounts.
 - That no change in allocation of percentages for National Draw, which are at present 40 per cent. for branches and 60 per cent. to the Draw Committee to meet expenses, cost of prizes and a contribution to the Association Funds.
 - Add Bye-law 9(a). That any member of a branch may be suspended from membership of that branch by a resolution if passed by a two-thirds majority of those voting at a general meeting of the branch. In the case of a suspension of over six months, a complete report of such suspension must be forwarded to the General Secretary of the Association within seven days.
- Other agenda motions were either not carried, failed to find a seconder or were withdrawn.

Going through the motions

Business
(hot air
variety)
as usual!

This autumn's R.N.A. conference, held again at Croydon, completed its agenda on schedule, thanks to the guidance of the association's new president, ably aided by Sir John G. Lang, a vice-president and chairman of the Standing Orders Committee.

Yet one could not escape the impression that for a small minority in the hall, the mechanics of the conference represented an end in themselves, almost taking priority over the business to be achieved.

The words "points of order" became perhaps the most oft-repeated of the day as conference wore on and figures which became rather familiar made their way to the microphone to have their "shout."

In welcoming the conference to Croydon, the Mayor had referred to possible "verbal broadsides" to come and, although very little of the hard talking subsequently heard was worthy of that term, there were undoubtedly plenty of pointed remarks.

SMALL PRINT

At one stage the conference seemed to sink deep into the ramifications of capitation fees (although it sounded for all the world as if one delegate called them decapitation fees!).

In another context it was apparently necessary to explain staff pension arrangements in detail right down to the small print.

Perhaps the procedural gem par excellence came after it had been claimed — and hotly disputed — that one delegate was, in fact, a member of the Standing Orders Committee and that he should divest himself of his delegate's ticket and remove himself from the delegates' enclosure.

A somewhat protracted palaver followed before the situation was nicely resolved. But one is left wondering whether this is the most advantageous kind of thing on which to spend limited conference time.

Sounds like
a good
reunion . . .

Royal Marines bands sound great anywhere, but give them the acoustic advantage of a venue like the Fairfield Halls, Croydon, and the result is particularly satisfying to the ear.

"Tonight I propose to feature the finest bands in the world — repeat world — the Massed Bands of Her Majesty's Royal Marines," wrote Lieut.-Cdr. Leslie H. Maskell in the R.N.A. reunion programme — and few people who attended the event would disagree.

Lieut.-Cdr. Maskell, the R.N.A. Secretary to the Council, was producing the reunion for the 22nd time. The bands appeared under the direction of Maj. Paul Neville, Principal Director of Music, Royal Marines, and associate conductor was Capt. J. R. Mason. Individual artists also took part.

Finale comprised the impressive entry of the Royal Naval Association standards and included the traditional and ever-popular Tchaikovsky 1812 overture.

KEEPING THEIR SEATS

There were ballots in only two areas for the National Council and in each case the member was returned — Shipmates Percy Miller and Don Crabtree.

Winner of the £350 first prize in the draw was Mrs. Ridgeway, of Hatfield, Herts.

For the Lads on Richmond Hill

The collection at this year's reunion raised £51.06 for the disabled shipmates in the Star & Garter Home, Richmond.

Mrs. Ethel Burrell, the welfare officer, was delighted. Linked with her message of thanks is a reminder to all shipmates that the men in the home look forward to receiving letters, gifts and visits at Christmas.

"The tot can be forgotten, but we must not forget the Lads on Richmond Hill," she says. All letters should be addressed to Shipmate W. A. Walker, Liaison Officer, R.N.A. Star & Garter Home, Richmond, Surrey.

PENELOPE



Four survivors of the old "Pepperpot" Penelope, which was sunk off Italy in 1944, are pictured here at a reunion of Penelope people old and new. They are (l. to r.) Lieut.-Cdr. A. P. Williamson, Lieut. B. Bell, Lieut.-Cdr. R. L. Matheson and Lieut.-Cdr. T. E. Henley.

PEOPLE

Bill 'launches' the Yachts reunion

The honour of opening the 14th reunion of the Royal Yachts — attended by officers and men who have served in the old Victoria and Albert or her successor, the Britannia — fell to Mr. William Hartley (82).

Mr. Hartley was one of the 41 men present who had served in the Victoria and Albert.

Five admirals attended the event, which must be one of the Royal Navy's most exclusive reunions, including the commanding officer of the Britannia, Rear-Admiral R. J. Trowbridge.

YANGTZE YARNS

Stories of the Royal Navy, past and present, were exchanged at the second reunion of the

Yangtze River Gunboatmen's Association in Portsmouth.

The yarns from the past, of course, related to members' experiences in China between 1920 and 1940, and the guest of honour, Vice-Admiral J. C. Y. Roxburgh, Flag Officer Submarines, brought members back to the Seventies with stories about today's nuclear-powered submarines.

A get together to celebrate the silver jubilee of the Plymouth branch, Association of Wrens, was so popular that 350 Wrens and ex-Navy women — about twice the number expected — turned up.

Calling old shipmates

Mr. Vic Gurr, of 25, St Chads Drive, Gravesend, Kent, is anxious to contact any member of the crew of H.M. Tug St Just, 1930-34. Among those he recalls are Tim Nelson, Bill Elwood, Ted Sparks and Sid Bishop.

Officers and ratings who served in H.M.S. Dark Gladiator between 1966 and 1970 are asked to contact PO T. Folley, 82, Johns Road, Fareham, or Chief Coxswain P. C. Wilton, 7, Grove Avenue, Portsmouth, with a view to holding a reunion.

Did you serve in H.M. Submarine Trepasser from 1941 to 1944? If so, ex-Leading Stoker Vincent Meredith, of Yew Tree Cottages, Plesden Lacey, Dorking, Surrey, would be pleased to hear from you. His telephone number is Bookham 3737.

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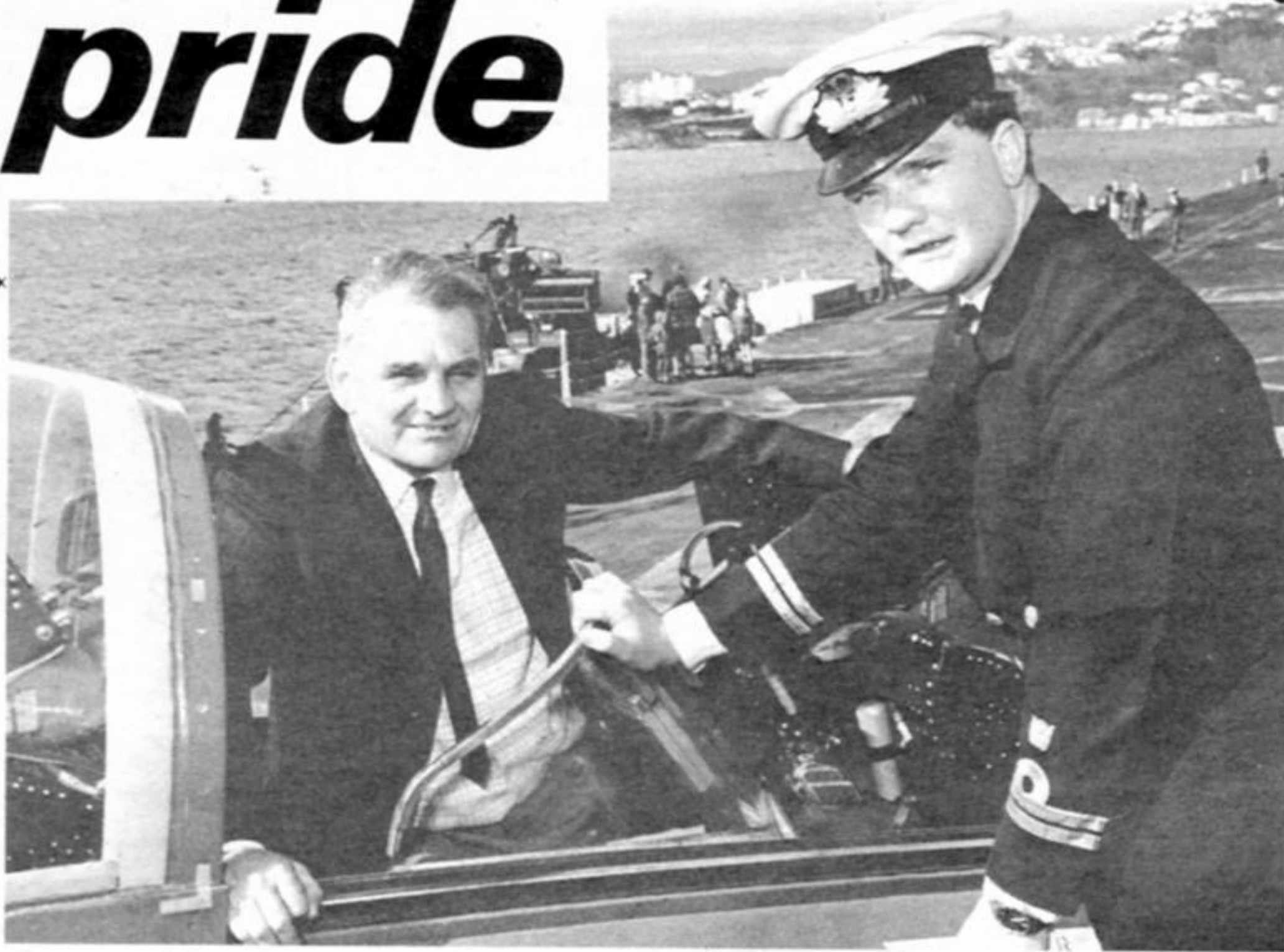
Parkinson's

pride

"It's fantastic," said Mr. George Parkinson when shown one of H.M.S. Eagle's Buccaneers. But Mr. Parkinson's pride and affection have long been devoted to another aircraft — the old "Stringbag" Swordfish.

Mr. Parkinson, of Iirangi, in the North Island of New Zealand, was a special visitor to the Eagle during her five days in Wellington. He was a rear gunner in 810 Squadron of Swordfish, and took part in the action which crippled the Bismark in May, 1941.

Lieut. Mike Priestley, pictured here with Mr. Parkinson, is a member of 800 Squadron, which also earned honours in the Bismark episode. The Squadron, flying Fulmars, had the task of shadowing the German battleship.



BRANCH NEWS

Durban

A notable visitor to the Durban, Port Natal Branch was Commodore P. N. A. Cecil, the new Senior British Naval Officer, South Africa. He was touring South Africa and was pleased to meet anyone connected with the Royal Navy, past or present.

Although his visit to Durban was short, he expressed a wish to meet the executive of the R.N.A. Five branch officials entertained the Commodore and were delighted to find that he was very

interested in R.N.A. affairs.

Having commanded the Dartmouth Training Squadron and H.M.S. Royal Arthur, the Petty Officers' Leadership School, Commodore Cecil was also well qualified to talk about the high standard of the young men joining the Navy today and to reassure the "old timers" that the youngsters are capable and willing to serve the Navy as they did!

Grimsby

Ten members were the guests of the Busumer Kameradschaft of the Deutsches Marinebund, West Germany, as a return gesture for their visit to Grimsby in October last year. In eight very full days they were feted through Schleswig-Holstein by officials and citizens and entertained in the Civic Chambers in Heide.

Two days were spent on a trip to the Harz Mountains and on the final evening of their stay it seemed to the visitors that the whole town had turned out for the party!

The trip established much goodwill and the Germans are to return to Grimsby next year.

Cannock Chase

Members were pleased to read in Navy News of the presentation of a Ministry of Defence Invention Award to CPO Granville Angell at R.N.A.S. Yeovilton.

CPO Angell, who hit on an idea to prevent salt water corrosion of aircraft engines, lives at Cannock and has been a member of the branch for several years. When on leave he attends meetings and enjoys a drink with fellow-members.

Camberley

The branch has obtained the bell of H.M.S. Carisbrooke Castle, a Castle-class corvette completed in 1943 and scrapped in 1958. Appropriately, the guest of honour at a branch dinner in October was Cdr. B. Wainwright, the ship's last commanding officer.

Cdr. Wainwright travelled from NATO Headquarters in Belgium to attend, and other guests included members of the Guildford Branch, R.N.A. and the W.R.N.S. Association.

Portland

Welcome visitors at a branch meeting were shipmates and their families holidaying at nearby Weymouth. They included Shipmates George Hobley (Temple Farm, Strood), Harry Fisher (Penarth), Ken Leame (Nottingham), Wally Plantt (Northants), George Addy (West Ham), Nobby Clark (Northampton), Fred Blakemore (Lichfield), Vic Acton (Stanford-le-Hope), Steve

Marriott (Rainham), Bert Brockington (Plymouth) and Bill Brazier (Portsmouth).

For some it was their third holiday-time visit and they were entertained in the skittle alley by vice-president Bert Heron, chairman Alf Nye and members.

Willesden

With shipmates from Edgware and Kingsbury and Kenton, Willesden members attended the annual Service of Remembrance organized by the Bellingham Branch of the Royal British Legion.

Shipmate Woods, who is also a member of the Legion, tends the Royal Navy plots in the Legion's Garden of Remembrance. One is known as "Navy Corner" another is for the R.N.A. and the third for Submarines Old Comrades Association.

The Edgware Branch, R.B.L. also deserves thanks for its efforts on behalf of the disabled shipmates in the Star and Garter Home, Richmond.

The annual dinner and cabaret is greatly appreciated by those strong enough to attend, and those who cannot leave the home are never forgotten.

COVENTRY V.C. GOES TO THE CATHEDRAL

The Victoria Cross which was awarded posthumously to PO Alfred Edward Sephton, who was killed during an attack on H.M.S. Coventry off Crete in May, 1941, has been presented to Coventry Cathedral by his sister, Mrs. Eva Bull.

The medal, the first of its kind awarded in the Mediterranean, will remain in the cathedral as a reminder of the 67 men who died in the ship.

PO Sephton (30) was directing fire against aircraft attacking a hospital ship when he was wounded, but he remained at his post until the enemy was driven off.

More than 75 members of the H.M.S. Coventry Old Hands Association attended the ceremony — which formed part of their annual service — and one of the guests was Admiral Sir Horace Law, Commander-in-Chief, Naval Home Command, a former gunnery officer in the Coventry.

Canadian visitors

The principal guests at the No. 1 Area dinner and dance at the Windsor Rooms, Victoria, were Vice-Admiral Sir Anthony Griffin, Controller of the Navy, and Lady Griffin.

A special welcome was extended to six Canadian visitors, who had arrived at Gatwick Airport on the day of the event. They included an old friend, Shipmate Ted McEvoy, president of the Royal Canadian Naval Association.

'Lowestoft at War'

Lowestoft's maritime museum is planning a display of "Lowestoft at War," an account of the work of the Royal Navy Patrol Service.

The museum is in what used to be H.M.S. Europa — better known as Sparrow's Nest — the Patrol Service base.

Two types of armed trawlers went out, minesweepers and anti-submarine. According to Mr. Bill Solomon, formerly the youngest Skipper-class officer in the Service, they were among the safest craft afloat at the time because they made such a small target for aircraft or submarines.

The Lowestoft Naval Social Club recently held its annual wreath-laying ceremony at the Patrol Service memorial. The anchor-shaped wreath was laid by the oldest member of the club.

Dolphin's top trainee



Watched by a large number of submarine veterans — at H.M.S. Dolphin, Gosport, for their annual reunion — Radio Operator David Harper receives the Irving Chapman Memorial Award as the best submarine trainee of the year.

The inscribed tankard was presented for the first time by Captain Garth Owles, president of the Portsmouth Branch, Submarines Old Comrades' Association, which introduced the award in memory of a co-founder and former branch chairman.

Having now completed his initial training as a submariner, RO Harper is awaiting draft to his first submarine. He previously served in H.M.S. Minerva.

Behind RO Harper and Capt. Owles in the picture are (l. to r.) Capt. Robert Garson, the commanding officer of H.M.S. Dolphin; Rear-Admiral Sir Anthony Miers, V.C., the old comrades' national president, and Vice-Admiral J. C. Y. Roxburgh, Flag Officer Submarines.

YOUR CHANCE TO REPAY POLES

When the U-boat war was at its height, the Polish Navy's destroyers came to the rescue of many British sailors and airmen adrift in the Atlantic.

Now, many years after the men of the Polish Navy fought so gallantly alongside the Royal Navy, they are urgently in need of help.

Many of the men from ships including the Slazak — on record as having rescued 21 British airmen in 1943 — settled in this country after the war. Today they are elderly and, in

some cases, lonely and infirm.

To help those in need of care the Polish Naval Association has acquired a house in Hove, but at least £15,000 is needed to turn it into a suitable home.

The fund received a welcome boost recently, with the donation of the collection taken at morning service in Westminster Abbey. Other donations will be gratefully received by The Chairman, Polish Naval Association Welfare Fund, 14, Collingham Gardens, London, S.W.5.



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Clerk	£24.08	£30.46
Clerk Supply	£27.65	£34.03
Dental Technician	£31.20	£37.58
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Electroplater	£29.44	£35.82
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If you have suitable experience and are looking for secure pensionable employment in an expanding organisation, write for application form giving brief details of experience, age and present salary to:-

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C.-in-C. BACKS R.N.B.T. OFFICE CHANGES

The decision to close the Chatham and Devonport local offices of the Royal Naval Benevolent Trust was supported by Admiral Sir Horace Law, Commander-in-Chief Naval Home Command, presiding at the Portsmouth committee's 49th annual meeting in Portsmouth.

"There will be many who will be aware of the need of these local offices, and no one will wish

to discredit the tremendous amount of work they have done, but I am sure that if it will save administrative costs it is the right thing," he said.

The Chatham office closed earlier this year and the date of the Devonport closure is March 31, 1972. The Portsmouth office will take over responsibility for all case work on February 12.

Chief Airman D. J. Lord, chairman, reported that in the year ending June 30 the commit-

tee had received 2,687 applications for help. Grants totalling £62,730 had been distributed — the highest annual expenditure ever.

ROYAL VISITORS

In Britain on a two-day private visit, King Baudouin of the Belgians and Queen Fabiola lunched at the Royal Naval College, Greenwich, on October 26, and later saw the Cutty Sark.

A HELPING HAND Hospital Voluntary Services Organiser (1,461-£1,911)

Hill End Hospital, a major psychiatric centre for the St Albans area, has a highly progressive attitude to patient care and is actively engaged in a scheme to link the hospital more closely with the surrounding community.

The Voluntary Services Organiser will primarily be concerned with recruitment, preparing, placing and supporting volunteers to help in the hospital.

This is a particularly challenging and interesting appointment for someone with a genuine desire to help people, organising ability, and a flair for dealing with people, both within the hospital service and outside.

A qualification and/or sound practical experience in social work, social administration, community or personnel work would be an advantage.

Salary will be in the range of £1,461-£1,911 per annum and it may be possible to offer accommodation.

Write or telephone for a full job description and application form to

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SCHOOLKEEPER. Required 1st January, 1972. Must be of excellent character, able to operate oil fired boilers and cope with a variety of odd jobs. Unfurnished rent free bungalow provided. — For full details apply to The Bursar at North London Collegiate School for Girls, Canons, Edgware, Middlesex. Tel. No. 01-952 7041.

Neptune ball raises £1,400

A ball organized by a civilian ladies' committee in the wardroom, H.M.S. Neptune, was attended by 500 people and raised more than £1,400 for the King George's Fund for Sailors.

THE JOB THAT INCLUDES:

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This appointment would suit a man in his late twenties who has a good basic training in P.E. instruction, with preferably some specialist courses in other outdoor activities.

It is a management staff appointment, and offers particularly good conditions of service. Starting salary will be determined on an individual basis according to experience and potential.

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G.M.D.s 'ON TOUR'



What a picture! Escorted by a tiny police launch, the guided missile destroyer H.M.S. Glamorgan slips beneath the imposing sweep of the Sydney Harbour Bridge, at the start of her visit to Australia.

For those of the ship's company seeing it for the first time it was a wonderful sight. The Glamorgan too, attracted a good deal of attention as she led H.M. Ships Achilles, Danae and Jaguar in a 14-mile trip up the harbour and around Cockatoo Island.

They moored in the dockyard at Garden Island and were joined within an hour by the

Glamorgan goes down under!

aircraft carrier H.M.S. Eagle.

The harbour "parade" had obviously been a good publicity gimmick — as well as a great way to see the sights — and the G.M.D. and frigates entertained 5,000 visitors.

In the sporting field, the Glamorgan's 1st. XI soccer team maintained their 100 per cent. record, winning both matches in Sydney, but the ship's hockey, basketball and squash teams were not so successful.

On leaving Australia, the Glamorgan headed for Wellington, New Zealand. She had a rough passage through the Cook Straits and, with winds of 100 m.p.h., she was forced to shelter for three days in Tasman Bay.

New Zealand was voted the most hospitable place on the tour. Over 80 per cent. of the ship's company were entertained in private homes, 7,000 visitors turned up on open days,

and 100 children enjoyed a party.

The Glamorgan's return visit to Australia was cut short by a damaged rudder and all exercises with the Eagle were cancelled while the destroyer sailed slowly and sedately to Singapore for repairs.

She also had an import date in Singapore — a farewell steam-past by the Far East Fleet on October 31, the climax of the "run-down" ceremonies.

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Sea Kings to the rescue

EAGLE ANSWERS FREIGHTER'S S.O.S.



Four Sea King helicopters from H.M.S. Eagle, working in high winds and torrential rain on the fringe of Typhoon Elaine, last month rescued the 40 members of the crew of an American freighter stuck on a reef 800 miles south of Hong Kong.

The SS Steel Vendor, bound for Saigon from Manila, drifted for two days before running aground.

When the first pair of helicopters found her she had a list of about 20 degrees, with waves breaking over the stern.

With one Sea King standing by, the other hovered some ten feet above the main radar mast and started to winch up the crew. The average time for lifting each of the first 18 men was less than two minutes and that

was with funnel, rigging and mast to avoid and a drop of 130ft. instead of the normal 30!

Despite the conditions the remainder of the crewmen — some Chinese and some European — were picked up by the second pair of Sea Kings and flown to the safety of the Eagle within three hours of the distress signal being received.

and Taranto



Tiddlers on the roof!

After a rough ride in the South China Sea while Typhoon Rose raged by on her way to "beat up" Hong Kong, some of the relieved crew of H.M.S. Argonaut did a spot of fishing — picking their catches off the bridge roof, 40 feet above the water line.

Someone even claimed he'd seen a tiddler on the radar aerials!

The Leander-class frigate came within 20 miles of the eye of the typhoon, experiencing phenomenal seas and wind of about 120 knots — an estimated figure, since the bridge anemometer was hard on the stops at the time.

The Argonaut left Hong Kong in a hurry when Rose changed her mind (trust a woman!) and turned towards the Colony.

Immediately on clearing Lei Mun Gap the ship ran into heavy seas and winds gusting to 60 knots, with wave heights estimated at 30 feet.

It had been hoped to clear the track of the typhoon by a dash to the west, but the condi-

ARGONAUT DISCOVERS 'ROSE' IS NO LADY...

tions were much worse than expected and it became necessary to come round and "heave to."

The ship spent several hours in the danger zone, with the winds tending to force her even nearer the centre, but the Argonaut weathered the storm well.

It was quite an experience for all on board, but for two young men it was particularly tough — Midshipman Shay D. Assad, U.S.N., on loan from the Annapolis Naval Academy, and 17-year-old Junior Radio Operator Paul Stallibrass.

Midshipman Assad was having his first taste of seamanship with the Royal Navy, and Paul — who had been with the Argonaut only a few days from training — was spending his first ever day at sea!

Traffic-stopper

Traffic stops and sight-seers stare as the guided missile destroyer Norfolk glides through the narrow entrance of the Mare Piccolo, the inner harbour at Taranto.

It's back to work for Norfolk

There's a hectic time ahead for H.M.S. Norfolk, with three major exercises on her programme before she returns home for Christmas, but the ship's company cannot really complain. As a pleasant prelude to this busy spell they had a Mediterranean "jolly" period.

A visit to Malta had been planned, but because of the political situation the Norfolk anchored off Grand Harbour, disembarked Royal Marines, took on stores and set off at a leisurely pace for Toulon.

This was a popular run ashore, especially as one of the sightseeing trips was to a part of Tahiti Beach, St. Tropez, where the "undress of the day" made it possible to get an all-over sun tan!

After a day spent exercising with French ships and aircraft, the Norfolk sailed into the immense harbour at Genoa. Sport and excursions gave the ship's company a chance to meet the "locals," who returned the compliment by turning up in force (3,000 in three hours!) for the ship's open afternoon.

QUITE A CRUISE

As the problems over Malta had not been resolved, the Norfolk headed south from Genoa for a three-day "cruise" with an itinerary which would look good in any travel brochure.

She went between the islands of Elba and Corsica, through the Adriatic about 30 miles off the Italian coast, past the volcanic island of Stromboli and the mountainous island home of the Count of Monte Cristo, through the

Straits of Messina and north to Taranto.

While berthed there among destroyers and cruisers of the Italian Navy, a self-maintenance period was carried out, and off-duty activities included banyans, sport and visits to Rome.

£4,000 WALK

Cheques for a total of more than £4,000 have been distributed to charity following this year's mammoth sponsored walk from Keswick to Barrow-in-Furness, in which teams representing H.M. submarine Swiftsure and the Ministry of Defence at Foxhill, Bath, took part.

The walk originated as a challenge thrown out to the ship's company of H.M. submarine Resolution by the Marine Installation Department of Vickers Ltd. Shipbuilding Group, and the trophy which now goes to the winning team is known as the Resolution Cup.

This year it was won by a team representing the Painting Department at the works.

Marion's double title triumph

Wren Marion Elizabeth McDonald (19), is invested with her sash after being chosen Miss Seahawk 1971.

Seven finalists took part in the contest at R.N. air station Culdrose and the panel of judges was headed by the then commanding officer (Capt. D. H. Frazer), seen here.

Later, Wren McDonald went on to become Helston Harvest Fair Queen — the third year in succession a Wren from Culdrose has taken the title.

Marion joined the WRNS in 1969 and now works as a radar plotter in the Culdrose control tower.

The Sea Cadet Corps' square-rigged training brig Royalist berthed at Tower Pier for an eight-day London visit in October



THE WHITE ENSIGN ASSOCIATION

has been asked to find an ex-naval rating to be Bosun of a yacht bought by Prince Rainier of Monaco. This is a ketch, built in 1956, 82ft. long by 20ft. beam, with an auxiliary engine and seven sails.

It is hoped that the Bosun will be able to find a further crew of two, one of whom should be able to cook for the crew only. The Prince and Princess do their own cooking when afloat, and go to sea to escape from formalities.

The Prince, who is an experienced yachtsman, hopes to find someone who will improve his sailing and ship-handling, but wishes to command his own ship.

The Prince can lodge the Bosun and his wife in Monte Carlo, but there would be no room for children, who would have to be accommodated at their parents' expense, or at school in England. There would be full social security and there is a Household Pension Scheme.

All applications should be made to The Secretary,

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and in no circumstances should applications be made direct to Monaco.

'Secrets probe' of Mary Rose

Divers from the Fleet Air Arm have played a leading part this summer in the excavation and survey of the Mary Rose, a warship of Henry VIII's era, which sank off Spithead in 1545.

The Airmen, who dive into the sea in their spare time in evenings and at weekends, put in over 150 hours of work on the Mary Rose during July, August and September.

The Mary Rose (1967) Committee, whose aim is to see the wreck and its contents salvaged and preserved in a specially built Tudor Ship Museum in Portsmouth, reports that the air divers' activities have resulted in quite a large amount of accurate survey work being completed.

NORTH AND SOUTH

The divers are members of the H.M.S. Daedalus branch of the Naval Air Command Sub Aqua

Club which has existed for more than ten years to encourage sub aqua diving in the Fleet Air Arm. Many professional Service divers found their first enthusiasm for diving with this club.

In recent years, their marine archaeological expeditions have taken them to Fair Isle, north of Scotland, to survey and excavate the Spanish Armada ship, El Gran Grifon; to St David's Head in Wales to investigate an unknown 19th century wreck; to the Scilly Isles to survey the wrecks of the early 18th century warships Association, Romney and Eagle, and to Sicily and the Ionian Islands to work for the

local Director of Antiquities on Greek and Roman wreck sites.

CAREFUL SURVEY

As a result of this year's work by the Daedalus branch, one third of the length of the hull outline of the Mary Rose has now been exposed and carefully surveyed.

These Royal Navy divers aim to continue their work for the Mary Rose (1967) Committee, and to establish how much of the hull remains after 426 years beneath the Solent mud.

Sultan sailors aid children's home

Eight young sailors from H.M.S. Sultan, Gosport, spent a day erecting a fence, cleaning up the grounds, gardening, dismantling equipment and repainting a swimming pool at the National Children's Home at Alverstoke.

Osprey junior ratings now dine in style

H.M.S. Osprey's junior ratings now eat in style in their £79,000 dining hall and galley block which replaced buildings erected in 1935.

Admiral Sir John Frewen, former Commander-in-Chief, Naval Home Command, opened the block — which bears his name — on September 28.

The Admiral, who commanded H.M.S. Osprey from 1952 to 1954 was met by the present captain of the Portland establishment, Capt. D. B. Morison.

After the ceremony, Admiral Frewen was presented with a vase, made at a local pottery, bearing the Osprey's badge.

HONOURING A HERO

The Royal Navy "shows the flag" in South America as a guard of honour from H.M.S. Tartar marches through Venezuela's capital Caracas, where they paid homage to the memory of national hero Simon Bolivar.

The guard visited Bolivar's birthplace and on the city's Plaza

Bolivar marched past the liberator's statue.

A wreath was laid at the foot of the statue by the Senior British Naval Officer West Indies (Commodore D. G. Roome), who was accompanied by the commanding officers of the Tartar and H.M. submarine Walrus.



Royal Navy in Venezuela

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BEVAN—HAWKES. On Oct. 9, 1971, at St Mary's Parish Church, Credenhill, L/Sea Derek Bevan, son of Mr. and Mrs. W. J. Bevan, of Canvey Island, Essex, and Christine Norma, daughter of Mr. (WO retired) and Mrs. C. F. G. Hawkes, of 21, Glebe Close, Credenhill, Hereford.

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SPORT SPOT

A tour to the Netherlands which has been provisionally fixed for next March should bring what is possibly the first top level soccer match between the Royal Navy and a foreign navy.

The trip is scheduled to include an encounter with the Royal Netherlands Navy, writes Benbow.

Another interesting fixture which comes at the end of the Navy's full and varied soccer programme is a match at Victory Stadium, Portsmouth, on May 1 against a British Army of the Rhine team which will be touring the U.K. to play all three Services.

The Navy's annual fixture against the F.A. Amateur XI is at Fratton Park, Portsmouth, on December 1 and, more immediately, the squad has been selected for the Southern Counties Amateur Championship first round match against Birmingham Co. F.A. at the Tamworth F.C. ground in Staffordshire on Tuesday, November 11.

'INTERS' TARGET

The annual Combined Services tour this year is planned for Malta in May.

'Silent service' tells all!

— GOLF STYLE

Publicity-wise, it has been suggested that the Royal Naval Golf Society has carried the Navy's reputation as the "Silent Service" too far this season. But both the golfers themselves, and the society's new management, have been very active.

The captain, Cdr. P. A. Woolfings, has travelled hundreds of miles in search of a winning team for the Inter-Services Championships.

Cdr. L. A. Jeffrey, who re-emerged from retirement to take over as secretary until another active officer could be found, has also been busy.

He asks any R.N.G.S. member who feels, for any reason, that his membership has been overlooked, to write to him at Lilacs, Wilmington, Nr. Honiton, Devon, giving details of when he joined the Society and on what basis (life member or annual subscription).

The aim is to have all records and accounts up-to-date by the annual committee meeting on November 25.

The R.N. team was not at full strength for the season's first match, which Cornwall won by 12 to 5.

An R.N. trial in April was followed by a close match which Dorset won by 9-6, the best result the Navy has ever achieved against the former English county champions.

About 90 golfers attended the society's annual meeting at Liphook and Blackmoor, and Plymouth pipped Air Command by one match in the Inter-Command Match Play Championships at Tavistock.

INTERS' EXCITEMENT

Since the war, the Royal Navy has never won the Inter-Services Championships. Both Army and R.A.F. have been beaten once, but never in the same season.

This year the Navy lost to the R.A.F. 9½-2½, but at lunch on the second day stood 3-1 up in the foursomes against the Army.

But the Army played well, and, though many matches went to the last green, the Navy were beaten 6½-5½. The Army beat the R.A.F. 9½-2½.

Against Civil Service at Deal, the Navy lost 10½-4½ — a satisfactory result considering the opposition had four internationals.

The Navy was ninth out of 20 strong teams in the Ferndown Foursomes, and defeated the holders in the first round of the Cornish Piskey foursomes knock-out before losing to the R.A.F. in the quarter-finals.

The society has played friendly matches around London and the Home Counties, recording one win — against the Highland Brigade G.S.

Navy golfers, looking ahead to next season, are finding that, with Donald Holmes gone and Dave Hill leaving the Service, it is difficult to be over optimistic.

But Ron McClean is due back from H.M.S. Bulwark, Garth Morrison should be more readily available, and a newcomer is Inst. Sub-Lieut. Neil Marsden, a Middlesex county player with a two handicap, who, within a month of joining Britannia Royal Naval College, played for the Navy in the Cornish Piskey event.

But, as ever, the main emphasis of the season is on the Inter-Services Championship, and early indications are that a lot of work will have to be done in preparation for the matches against the Army (March 15 at Aldershot) and R.A.F. (March 22 at Portsmouth).

After 45 players had travelled from all over the country to take part in the full Navy trials at Portsmouth in September, a Navy team took on the enthusiastic young professionals of Southampton Colts.

In losing 2-0 (both goals coming in a short spell during the

second half) the Navy team was, by no means, disgraced. While some of the new players were not up to the standard of the Navy's more experienced men, the game was revealing and encouraging.

There are many players in the "pipeline" who can come into the Navy squad, provided the R.N. can coach them and they can be made available.

The Navy's opponents are of a level that will always extend and teach the sailors, and it is obvious that the gap between ship's players and full Navy players is wide.

DATES CLASH

The line-up for the Southampton match was probably not really representative of the first team squad in that several players had been released for other commitments, including Navy Cup matches.

This conflict of fixtures is an annual problem, and it is important that Navy Cup games should not clash with the full Navy trials.

The Navy did not show up too well in their match against Oxford University at Victory Stadium on

October 13 — an unlucky day!

With goalkeeper Hopley playing below his usual form, plus slack tackling, the Navy surrendered the midfield control they had held during the first half-hour.

The tendency shown in this match for the Navy to play more as individuals than as a team should be ironed out by continued good coaching.

Taylor (CTCRM) was the Navy's scorer.

NAVY CUP

The divisional finals of the Navy Cup have sent H.M.S. Daedalus, H.M.S. Collingwood, RMB Stonehouse and H.M.S. Cochrane through to the semi-finals proper on November 22 and 24. The final is on December 8.

Divisional final results on October 18 were: Portsmouth A — H.M.S. Daedalus 3, H.M.S. Osprey, Portland 0; Plymouth — H.M.S. Ark Royal 0, RMB Stonehouse 1.

October 20: Portsmouth B — H.M.S. Ganges 1, H.M.S. Collingwood 2; Scotland — H.M.S. Cochrane 4, H.M.S. Neptune 1.

Stylish and practical — and that is not just a fashion note on the headgear.

Left: A Navy hope for the future, PO G. D. Campbell (Lossiemouth) displays an unorthodox grip, with the left hand below the right, while (right) CPO Jock Lawrence (Yeovilton) displays trophies and a winning smile — the "spoils" of his sixth victory in the Royal Navy Open Golf Championship.



Squash team takes to the cup trail

Entering the Banbury Cup, a national club tournament, for the first time, the Royal Navy squash team made a good start, by winning both its first and second round matches by a maximum 5-0 score.

Playing in the Southern England Area, the Navy beat Winchester on September 26 and Trojans on October 18.

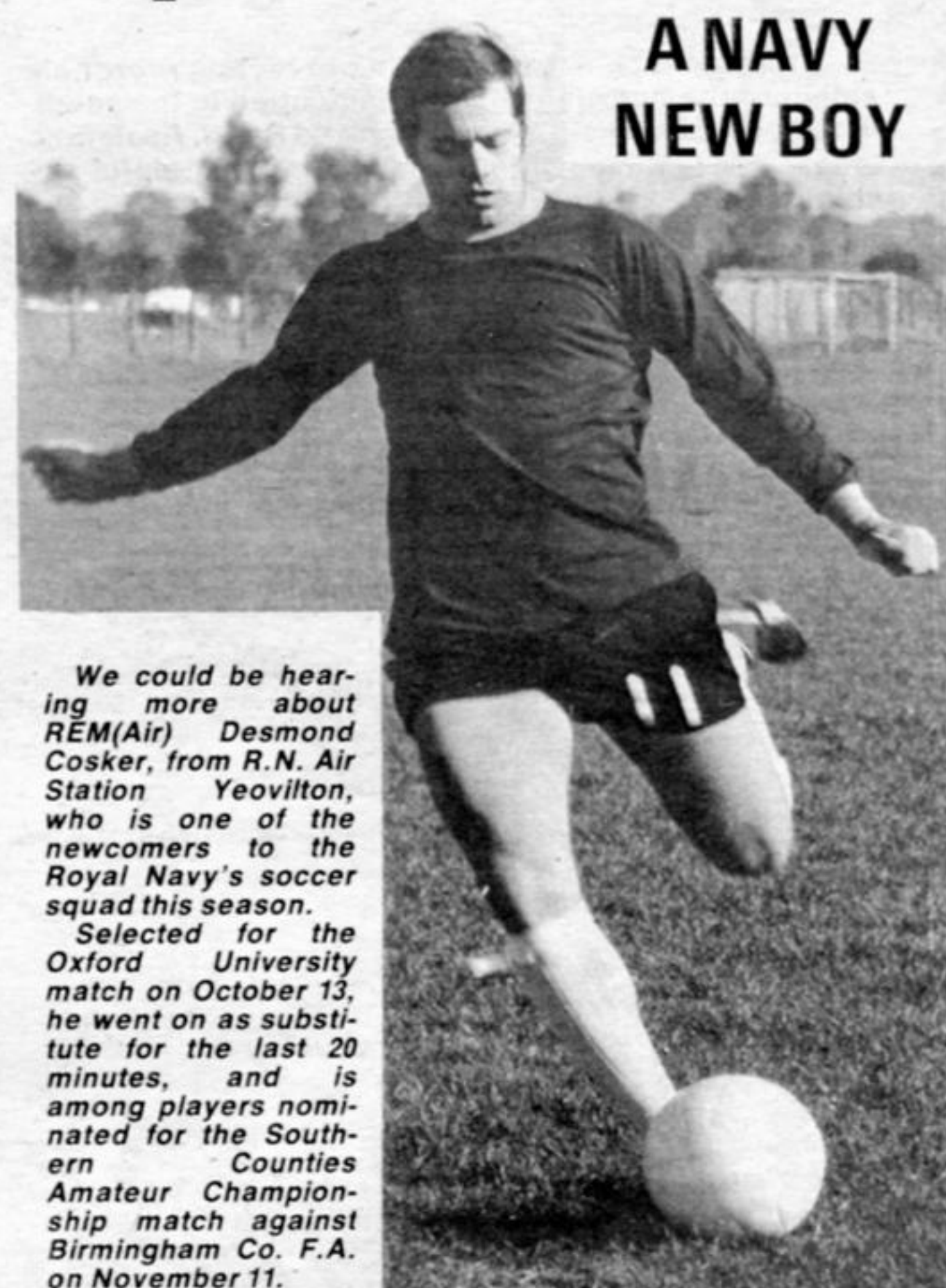
The team against Winchester was Lieut. R. M. H. Bawtree, Inst-Lieut. C. O'Keeffe, Lieut.-Cdr. H. L. R. Rump, Lieut.-Cdr. J. A. Colbeck, Lieut. M. A. Rennie.

Against Trojans, the team comprised Lieut. Bawtree,

Lieut.-Cdr. Rump, Lieut.-Cdr. Colbeck, Capt. B. K. Shattock, and CPO PTIE. Adlam.

Other Navy squash results during October included a 4-1 loss against Middlesex at Hampstead Cricket Club on October 8, and a 5-0 defeat at the hands of Surrey at Woking on the 15th.

A NAVY NEW BOY



We could be hearing more about REM(Air) Desmond Cosker, from R.N. Air Station Yeovilton, who is one of the newcomers to the Royal Navy's soccer squad this season.

Selected for the Oxford University match on October 13, he went on as substitute for the last 20 minutes, and is among players nominated for the Southern Counties Amateur Championship match against Birmingham Co. F.A. on November 11.

'six'!

CPO Jock Lawrence (R.N. air station Yeovilton) won the Royal Navy Open Golf Championship for the sixth time when the tournament was played over 72 holes at Broadstone, Dorset, on September 28-29.

At half-way it looked a one-horse race after Lawrence's brilliant second round 68, two under par. On 140, he was 11 shots ahead of CPO Dave Hill (Excellent) with CPO Brian Blaber (Tyne), Band Sgt. Ken Shears (R.M. Deal) and Lieut. Garth Morrison (H.M.S. Renown) in close attendance.

With one round to go, nobody had made much impression on Lawrence's lead. But the drama was not over. Hill took 35 strokes to the turn while Lawrence was in trouble and had taken 43. Was Hill going to succeed at his last attempt before leaving the Navy?

RECOVERY

He played 18 holes in level par and finished with 296 for the four rounds, but Lawrence recovered, and, by playing the last nine holes in level par, finished on 292.

Morrison (301) was third and other leading places went to Shears 306, Blaber 311, Campbell 313, CPO D. Pike (Caledonia) 317, Lieut.-Cdr. R. Greenwood (Neptune) 318, Lieut.-Cdr. D. Brooks (Lossiemouth) 319, Cdr. B. Gallagher (A.C.R.) 323.

PLYMOUTH WIN

The Inter-Command stroke play championship was won by Plymouth, with Air second, Portsmouth third and Royal Marines fourth.

RUNDOWN RUNNERS-UP

In the Far East Command Inter-Services Golf Championship — last major tournament in Singapore before the completion of the rundown — a Far East Naval Golfing Society team did well to defeat a strong R.A.F. side in coming runners-up to the Army.

The R.N. team was: Cdr. C. J. Isacke, Lieut.-Cdr. J. R. Ball, MAA A. Somerville, CPMA D. Bowns, CMEA M. Jackson, POREL C. A. Andrews, Cdr. A. A. Hensher and Cpl. A. McWatt.

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In sport at sea . . .

Reorganization within the Fleet means reorganization of the sporting competitions open to the sailor at sea, so this article by Lieut. Arnold Reed, Assistant Fleet Recreation Officer, may prove helpful to ships entering teams in Fleet competitions.

KEN PUNCTURES THAT RECORD!



Although having to contend with a flat tyre for the last 12 miles, Navy cyclist CEM Milner (H.M. Submarine Olympus) knocked two hours off the record for the Devonport to Portsmouth trip when he covered the 180 miles in 9hr. 35min. on September 30.

Ken, who had aimed to complete the distance in nine and a half hours, had two punctures on the trip, one with 40 miles to go and the other 12 miles from home, but was still only five minutes "late."

Arriving at R.N. Barracks, Portsmouth, he was congratulated and clocked in by the Executive Officer, Cdr. E. G. Walker.

Ken, who has served in submarines since 1953, started cycle racing in 1965 at the age of 31, and has since figured prominently among Navy honours.

The previous Plymouth-Portsmouth record of 11hr. 35min. was set up in November, 1969, by ex-A.B. Wally Filby, riding a light-weight tri-cycle.

Jubilant Ken Milner holds his cycle aloft in triumph at R.N. Barracks, Portsmouth, after his record-smashing ride from Devonport.

Picture: Chief Airman Dave Morris

Joe fifth, despite blisters

Despite losing almost six minutes because of badly blistered feet, CEA Joe Clare ran the 53-mile London-to-Brighton marathon on September 26 in a time one and a half minutes faster than he achieved last year when he won the race.

Joe, whose winning time last year was 5hr. 41min. 8sec., was fifth this year in 5hr. 39min. 55sec.

He had been in with a chance of victory when he had to stop to deal with the blisters. In the process, he dropped from third to

12th place, but then battled on magnificently for his fifth position.

The race was won in a new record time of 5hr. 21min. 45sec. by South African Dave Levick.

On October 9, Joe won a cross country race to help the R.N. Athletic Club (South) to victory in their match against Worthing A.C., the National Westminster Bank, and the Bank of England.

C.O. retires

Commander J. A. Kearney left H.M.S. Temeraire, the R.N. School of P.T., on his retirement on October 22.

Cdr. Kearney (50), who joined the Navy as a boy seaman in 1938 and qualified as a PT2 in 1942, took command with the school's commissioning as H.M.S. Temeraire in June.

He is succeeded by Cdr. Ian MacDonald.

GOTCHER!



Sultan's six-hour success

Eight teams, comprising 45 anglers from Portsmouth area establishments, who paid little regard to bad weather, sat beside the River Avon at Ringwood, Hampshire, for six hours on October 13.

The teams, which have a Wednesday afternoon league, were holding their first major match, and, considering the

low state of both river and weather, satisfactory weights were recorded.

H.M.S. Sultan, winning with the best four weights totalling 32lb. 5oz., also provided the best three individual weights in the match.

POMEM Davidson recorded 11lb. 12oz. (all dace); B/Sgt Epps RM, (whose 6lb. 10oz. barbel won the best fish of the day award), 8lb. 15oz., and POMEM Webster, 8lb. 2oz.

Second team was H.M.S. Collingwood (12lb. 13oz.).

A picture that sums up the mystical joy of fishing in the rain — B/Sgt. I. Epps (Sultan) with a 6lb. 10oz. barbel.

SPORT2

your own words tells the panel far more about your exped. Submissions for the next award are due in by December 31.

The swimming / survival competition is nearing a close. Winners will be decided on the ratio of the number who pass the test to the numbers borne, so here is where 'sweepers and submariners have an equal chance with the big ships.

The competition ends on November 30 and certificates are awarded to all successful competitors.

DARTS TOURNEY

The fishing competition earlier this year was successful and provided a lot of fun. It continues in the same form, and also ends on November 30.

About to start is a Fleet darts competition which will run until January 31. It is open to everyone in ships afloat or refitting, and the winner will be the person who gets 501 in the least number of darts, starting and finishing with a double.

Any number may enter from each ship, and each competitor may have as many tries as he likes, entering the best for the competition. Prizes will be awarded to the first three individuals, and there will be a team prize for the best four from any ship.

These, then, are the Fleet's sporting competitions, and we would be pleased to hear any ideas you may have to help us make them as fair as possible for all ships.

THE TEAM

We are — Lieut.-Cdr. P. Nightingale, Fleet Recreation Officer, Staff of FOF 1, BFPO Ships; Lieut. A. Reed, assistant F.R.O., Commander-in-Chief Fleet, Northwood, Middlesex (Northwood 26161, ext. 7304); and CPOPTI G. Hamber, Fleet recreational assistant.

Some ships felt they were "hard done by" as their numbers were reduced for such reasons as refits or special training tasks. There is no easy way of producing figures giving the numbers actually on board at any one time, and ways of making things as fair as possible are being investigated.

THE CONTESTS

A step towards achieving a balance has been taken with the rugby knock-out where the competition is divided into three sections depending on class of ship, giving consideration to ships with reduced complements.

The golf competition is again in two groups, one for handicapped golfers and another for "rabbits." As the rabbits all play off 24 there is no point in fiddling about with handicap allowance, and this has been scrapped. They all play off scratch, and stableford points are awarded on actual scores.

The competition for handicap golfers is a "four ball better ball" played off handicap, and as games will be played on a wide variety of courses a correction based on the standard scratch score will be applied.

EXPED. ACCOUNTS

The exped competition is held every six months, and the winners are awarded the Bulawayo Trophy. The current holders are H.M.S. London who were presented with the trophy by the Duchess of Gloucester.

Accounts of Expeds undertaken by ships are judged by a panel, not on literary content but on what the team actually set out to do and whether or not they achieved their aim.

Don't get the schoolie to write your "blurb" (you'll be disqualified if you do). An account in

THE IDEAL

Our ideal is to hold competitions which enable all ships, anywhere, to compete on equal terms, regardless of size. Inevitably this involves resorting to systems based on numbers borne, averages and so on, which tends to produce a reaction of "Blimey, we need a computer to work this one out!"

The recent .22 shooting competition won by H.M.S. Cavalier is an example. In theory, this competition was possible for all ships, yet only 13 submitted completed targets.

Here, I think the number of teams required (one per 50 men borne) put off a lot of ships. The system will be adjusted for the next shooting competition starting in January.

ARITHMETIC

Ways are being sought to simplify the arithmetic in all competitions but, in the meantime, don't let it put you off. You can safely leave the working out to us.

The soccer is being run on the same lines as last season when the competition worked well in spite of difficulties with ships' programmes.

A FIVE-MATCH VICTORY DAY!



At Chatham, in October, Kent county cricketers Alan Brown and David Sayer received £68.10 which had been raised by a benefit match organized by the H.M.S. Pembroke C.P.O.s' Mess. A bat, signed by all the Kent players plus other well-known cricketers, raised £25 in a competition.

You've heard of cricket matches lasting three, or even five, days. But how about playing five matches in one day.

It happened in Hong Kong where, following the Royal Navy U.K. achievement of winning the Inter-Service Championships for the third successive year — sailors won a kind of "mini" inter-Service tournament.

An H.M.S. Tamar six won five games during a blistering hot day, and, as the "underdogs," met last year's winners, the Royal Welsh Fusiliers, in the final. The Navy won in the fourth of the allotted five overs.

Although it was basically a team effort, special mention must be made of RO2 Terry Sterland's "sterling" batting performance. He scored 138 runs in his five innings — and, each time, he was "not out!"

After an accident to POCOL John Coppin, the Tamar six became the "magnificent seven" with the arrival and substitution of Lieut.-Cdr. Nigel Turner, commanding officer of H.M.S. Hubberston.

Sport starts on page 37

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win for the Scots

A teenage rugby squad from H.M.S. Caledonian, Rosyth, has become the first team from the command of Flag Officer Scotland and Northern Ireland to win outright, the Wildfire Trophy, top prize in the Royal Navy's Inter-Command under-19s Championships.

Portsmouth, the runners-up, were beaten 22-3 in the final after the Scottish side had defeated Plymouth 20-0 in the semi-final.

The competition saw big scores, and quite an upset, when the favourites, Royal Marines, were beaten 50-0 by Plymouth, and Portsmouth defeated Naval Air command 41-0 in the opening matches.

Plymouth won the plate competition.

Hastings and Bexhill R.F.C. seek a fixture with an R.N. ship side from Chatham or Portsmouth. Secretary is Mr. A. P. Silk, 49, Filsham Road, St Leonards-on-Sea, Sussex.

H.M.S. Phoebe won the RN Chatham seven-a-side rugby competition on October 5.

In an exciting and free-flowing rugby game under floodlights at Bordeaux on September 29, the Royal Navy, captained by Leigh Merrick, went down 40-27 against Begles, the champion French club, writes Nimrod.

Although outpaced and out-manoeuvred forward by a highly volatile and athletic French team, the R.N. backs and three-quarters gave a very good account of themselves.

Fixtures

NOVEMBER

6-7 — Badminton: Royal Navy Championships, H.M.S. Drake.
8 — Soccer: Royal Navy v. Birmingham, Birmingham. Boxing: Royal Navy v. Midland Counties, Sutton Coldfield.
10 — Soccer: Royal Navy v. Worcester, Worcester. Hockey: Navy Cup Semi-Finals.
13-14 — Soccer: Royal Navy Youth Cup Half-Finals and Finals.
18 — Soccer: Royal Navy v. Universities Athletic Union, London.
19-20 — Squash: Royal Navy Championships, Manadon.
20 — Fencing: Royal Navy v. Leicester Magna F.C., Leicester.
22-24 — Soccer: Navy Cup Semi-Finals.
25 — Boxing: Royal Navy v. Western Counties, Bath.
26-27 — Hockey: Inter Command Championships, Plymouth.

At full-back, Simon Newsom played a sterling game, with some superb tackles, while John Davies also excelled at scrum half.

DOWN IN DEVON

The Navy also went down to Devon on October 6, although the team again acquitted themselves rather better than the score of 19-9 indicates.

At half-time it was 10-9, and the game had been very even. It was not until the middle of the second half that Devon gained an ascendancy, but the Navy held on well and had a lot of the game during the last ten minutes.

BIG CROWD

The match drew one of the best crowds seen at the Rectory for years which contributed gene-

In the motor-cycle world usually dominated by the Royal Marines, a team of sailors competed for the first time in the R.N. and R.M. Motor-Cycle Championships at Bordon, Hampshire, on October 1.

The team — Leading Regulators Brian Greenland, Anthony Coles and John Bacon, of the Royal Naval Provost Headquarters, Portsmouth — had qualified as motor-cyclists only six weeks previously (trained by the Royal Marines at Eastney).

Although lack of experience prevented them from winning any team or individual prizes, they put

SAILORS 'ARRIVE' ON BIKES

up a great show of determination and team spirit in competing against experts and novices of the three Services and the civil police in a well organized event.

It is hoped that next year's championships will again see a Navy team "showing the flag."



Determination on two wheels
Brian Greenland in action during the R.N. and R.M. Motor-Cycle Championships.

Floodlit in France

rously to the Frank Sutton benefit collection.

I understand that U.S. Portsmouth, beaten at Sidcup in the R.F.U. Knock-Out Cup on Sunday, October 17, mishandled a lot and wasted many chances, but the weather conditions were terrible.

MANADON WIN

RNEC Manadon won the Plymouth seven-a-side competition, a most entertaining and pleasant affair in which 24 ships and establishment sides took part at Devonport in September.

It was a fitting start to Manadon's season. This year the RNEC celebrates the centenary of its founding in 1872, although it is believed that, through lack of opposition in the early days, no matches were played until some years later.

Former Navy rugby players will recall "Barney" McHugh, who retired at Chatham in October after 16 months as chief staff officer (technical) and captain of fleet maintenance.

Captain McHugh (52) played for the Navy as a back row forward in the 1940s and captained Devonport Services. He refereed and, more recently, was a member of the Medway Naval Golf Society.

'Cleo' sends 73 racing up the Rock

SPORTS SHORTS

When 73 officers and ratings from the H.M.S. Cleopatra ship's company of 250 took part in a Top of the Rock race in Gibraltar on September 20, the winning team of six was from the wardroom.

First up the Rock was RO3(G) N. Littlewood (25min. 52sec.); second, Lieut. M. N. Fisher (27min. 53sec.), and third, Mid. N. Newton (27min. 59sec.).

Shelled out!

A highlight of H.M.S. Bulwark's visit to Istanbul in September was a soccer match against a British Petroleum Shell Oil Co. team, played at a fine stadium of international standard. AB O'Shea, captained the Bulwark's first team to a 3-1 victory.

Ship's teams won at cricket and squash, but lost at golf during the visit, and the soccer second XI beat the British Consulate Staff 5-2.

The R.N. and R.M. Motoring Association is running a 24-hour driver training exercise over the week-end of November 20-21 with driving tests to probe the skill of drivers at establishments between Plymouth and Portsmouth.

Prizes will go to the winner, with class prizes related to engine capacity, and a ladies' prize.

After a lapse of two or three years, the P.T. Branch is holding a reunion at the Clifton Hotel, Portland, on Saturday, November 27. Organizer is Lieut. Don Elliott, H.M.S. Osprey.

R.N. air station Culdrose won the Naval Air Command Hockey Festival on September 27-28, beating H.M.S. Daedalus 1-0 in the final. Lissiemouth won the plate competition.

Wren D. Medley (Victory) was the only woman competitor in the R.N. Canoe Slalom Championships at Lower Hampt on the River Tamar in September. She was ninth in the novice kayak event. Eight teams entered the team kayak event which was won by H.M.S. Collingwood — RNEC Manadon second, Royal Marines third.

GOAL HAPPY!

Rumours that the Royal Navy are to provide the Welsh Guards with instructors in football are not true — despite the fact that in Putney on October 6 R.N. Chatham footballers beat a London section side of the Guards 17-2!

Sponsored Sportsmen

A team of sailors from H.M.S. Eagle went for a sponsored walk with 18 local girls in Fremantle, Western Australia — and raised £242 in Australian dollars for charity.

The girls, who were shown round the aircraft carrier, entered their team in the walk in aid of the Flying Angel Club in Fremantle.

Dr. Barnardo's children benefited by £870 as a result of a sponsored swim organized in the Sportsdrome at H.M.S. Neptune by Lieut. Tony Bacon, the base sports officer.

The man who came to receive the cheque from the Commodore Clyde (Commodore Peter Berger), was Scotland's well-known Olympic swimmer Bobby McGregor, who had sponsored an appeal for Dr. Barnardo's Home.

NOVICES AIM FOR NAVY PLACES

A prospect which will have encouraged contestants in the Inter-Command Novices Championships at H.M.S. Drake on October 28-29 was the possibility of selection for the full Navy boxing team, writes Puncher.

With a few of last year's squad serving away from the U.K. and the team starting collective training at R.M. Barracks, Eastney, on November 1, selectors were looking for talent for unfilled weights in the senior team.

PO Tony Oxley, Portsmouth Command coach, includes on his list of "likely lads" for the Navy boxing scene light-welterweight Phil King (Vernon), middleweight Dave Gibbon, light-heavyweight "Jacko" Jackson (Victory) and light-middle D. Capenhurst.

Tony could have discovered Navy boxing's brightest prospect for some time in 16-year-old Paul Kelly, who showed class in a special featherweight bout during the command novice championships.

PLYMOUTH HOPES

A bright hope from the Plymouth Command novice championships was LS Dennis Baxendale (H.M.S. Lynx) who won a fast middleweight clash with PO2 B. Yagoutzdeh (Drake), while another boxer who did well was H.M.S. Ark Royal's light-middleweight MEM Dick Whittingham.

The Ark Royal (31 points) won the unit trophy, with H.M.S. Drake (24) second, and Scotland (11) third.

RECRUITS SHINE

At Eastney Barracks, the Royal Marines produced a 12-bout programme on the final evening of the Corps championships, despite having all four home-based commandos away from the U.K. Recruits from the Depot, Deal, and Commando Training Centre, Lympstone, provided good entertainment.

Outstanding among the Marines was Ret. Alan Smith (Depot) who k.o.ed ex-Bugler Barry Stokes (CTC), to win the trophy for the most promising novice.

Ret. Alan Hughes (CTC) also k.o.ed judo black belt Ret. Mick Edwards (Depot) in the heavyweight final.

The Depot team, coached by Cpl. John Gane, won the Junior Challenge Cup with 26 points to CTC's 24.

In an open bout exhibition of fast boxing, L/Cpl. Tom Gunning (Depot), outpointed Ck. Ken Platt (Dryad). LS Ron Marshall (Victory) outscored Mne Graham Hinton (DPRORM), the southpaw sailor looking fitter and stronger than last year's Navy light-heavy representative.

In the only Corps open bout, Mne Nat Daniels (Eastney), the 1968 Navy featherweight champion, returning after recovering from a broken wrist, outscored the plucky Cpl. Dave Beckley (CTC).



Giving 'em 'socks'

ABOVE: AB "Jacko" Jackson (Victory) gives POME Capes (Sultan) a rough time on his way to winning the light-heavyweight title in the Portsmouth Command Novices Championships.

LEFT: A left hook from Ck Cassalis connects on the jaw of LS B. Fairweather in a Plymouth Command novices final at H.M.S. Drake.

No "full sets" in the ring — that's the boxing "order of the day." The reason is that the Royal Navy A.B.A. has followed the rule of the national A.B.A. which has accepted medical advice that long hair and beards should be banned for the sake of safety.

430-MILE ANATINA AIRLIFT

Moment of rescue . . . Two of his colleagues are dead and his ship, blackened by fire, is wallowing 150 miles off Land's End. But for this Norwegian seaman and his mates, the short haul into a Sea King helicopter is the first comforting step to safety.

Belton's island drama

Battered by October high seas and gale force winds, the Ton-class minesweeper H.M.S. Belton went to the rescue of a woman scientist stranded on a small uninhabited island in the Outer Hebrides, and later the ship herself was in trouble.

The scientist, Miss Susan Fogden, from Oxfordshire, was studying grey seals, and had been marooned for nine days with only a tent for shelter.

TOWED FOR REPAIR

Despite the bad weather, a dinghy crew from the Belton managed to get her safely back to the ship.

The day after Miss Fogden had been taken to her headquarters at Loch Maddy, the Belton went aground in the Hebrides. She was later refloated and towed to Greenock for repair.



Marathon of mercy

In one of the most dramatic rescue operations seen in the South-West, Sea King helicopters from R.N.A.S. Culdrose, Helston, plucked 11 crew members from the deck of a fire-stricken Norwegian bulk-carrier last month.

Throughout the three-day mission weather conditions were described as "atrocious" with the helpless vessel Anatina rolling uncomfortably in a heavy swell and battered by a Force 9 wind.

The two Sea Kings of 824 Squadron set a naval record by undertaking the 430-mile round trip from Culdrose. The previous record operating distance from the station was 175 miles.

The full-scale emergency search and rescue drama began with an explosion in the Anatina, when two of the crew were killed.

Eight other crew members were transferred to the Cunard liner Franconia, and the helicopters winched off 11 of the 20 remaining survivors.

DELIVERY SERVICE

On arrival at Culdrose, the men — who were tired and grubby after their ordeal — were taken to the sick bay for treatment for exposure.

The crews of the Sea Kings also delivered food, blankets, and fresh water for the captain and men who chose to stay with their crippled ship.

FLOWERS FOR A PRINCESS

When Princess Alexandra visited H.M.S. Blake, in San Francisco for British Week, she was presented with a bouquet of roses by JS John Smith.

Also in the picture is the Blake's commanding officer, Capt. R. D. Butt.

Full story and more pictures in the Blake in San Francisco are on page 19.

ENDURANCE GOES SOUTH

Trafalgar Day —in Poland

Trafalgar Day was celebrated in Poland this year — by the Royal Navy.

The Navy's greatest anniversary coincided with a five-day official visit to the port of Szczecin (Stettin), on Poland's Baltic coast, by the Tribal class frigate, H.M.S. Ashanti.

Among guests invited by the ship's officers to a dinner to mark the occasion was Vice-Admiral Ludwick Lanczyzyn, Commander-in-Chief of the Polish Navy.

The Ashanti's visit is believed to be the first by any Western naval vessel to this area which, at one time, belonged to Germany.

H.M.S. Endurance, the Navy's ice patrol ship, left Portsmouth on October 26, bound for another winter of duty in the Antarctic.

The red-hulled ship recently completed a 17-week refit.

One of her tasks during the commission will be to round up 12 reindeer in South Georgia and take them to Chile, where it is hoped to start a herd.

In January, the Endurance is due to take part in seismic trials in the Scotia Sea, off the tip of South America, using her somewhat unusual "cargo" of 27 tons of T.N.T.!

... for a reindeer round-up!



Britannia's pilgrimage

During last month's State visit to Turkey, the Royal Yacht Britannia — with Turkish and Royal Navy escorts — steamed through the Dardanelles, taking the Queen to Sulva Bay for a visit to the battlefields of Gallipoli.

It was the first time that a reigning British monarch on a State visit had visited the scene of the First World War

landings in which nearly 100,000 men on both sides died.

The Queen was accompanied by the Duke of Edinburgh and Princess Anne.

Before flying back to London on October 25, she gave a dinner party on board the Britannia for members of the Turkish Government.



HE'S WHO..

Nobody needed to ask "Who's Who?" at Fraser Gun Battery, Eastney, when, as our picture shows, the familiar figure under the "lid" was that of Dr. Who!

The Doctor's visit to Portsmouth inspired memories, for actor Jon Pertwee of his own service in the Royal Navy.

But his mission, this time, was to film his next TV series in which Fraser takes on the guise of a top secret naval research base for Doctor Who's battle with his old adversary, The Master (Roger Delgado), for domination of prehistoric sea monsters!

Quite a Navy Lark, it seems!

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